RAILROAD

MAGAZINE | MARCH 50c

in this issue

ELECTRONIC YARDMASTER • CAB AHEAD LOCOMOTIVES

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RAILROAD

M A G A Z I N E

The Magazine of Adventurous Railroading—Founded 1906

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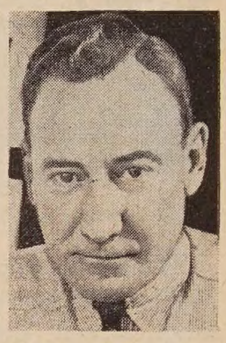
MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

OUR FRONT COVER is an Ektachrome made by New York Central's ace camera man, Ed Nowak, Verplanck, N. Y. Recent issues of *Railroad Magazine* have carried a number of Ed's black-and-whites. The color-photo shows operator E. A. Kordewick in a retarder tower. Scene: the freight yard of the Central's affiliated Indiana Harbor Belt Railroad at Blue Island, Ill., near Chicago.

This yard was rebuilt a little more than a year ago at a cost of $3,500,000 and is now one of the most up-to-date in the world. It boasts a routing system controlled entirely by push-buttons and a new arrangement of car retarders. Its 41 classification yards have capacities ranging from 46 to 75 cars apiece. All the retarders are controlled from the tower you see in the picture. •

$64 QUESTION. Why are railroad fiction stories so few and far between as compared with tales of the sea and the Old West? *Collier's,* for example, hasn't published a rail-fiction yarn in more than ten years. Why? And why is *Railroad* the only magazine on the crowded news-stands today that carries rail fiction in every issue? How often do you find a railroad story on radio, movies, or television? We'd like to get opinions.



Harry Bedwell

To start the ball rolling, here is a letter from Harry Bedwell, Rte. 1, Box 114, Gaston, Ore. Harry is both a Southern Pacific brass pounder and a rail-fiction author second to none. He writes:

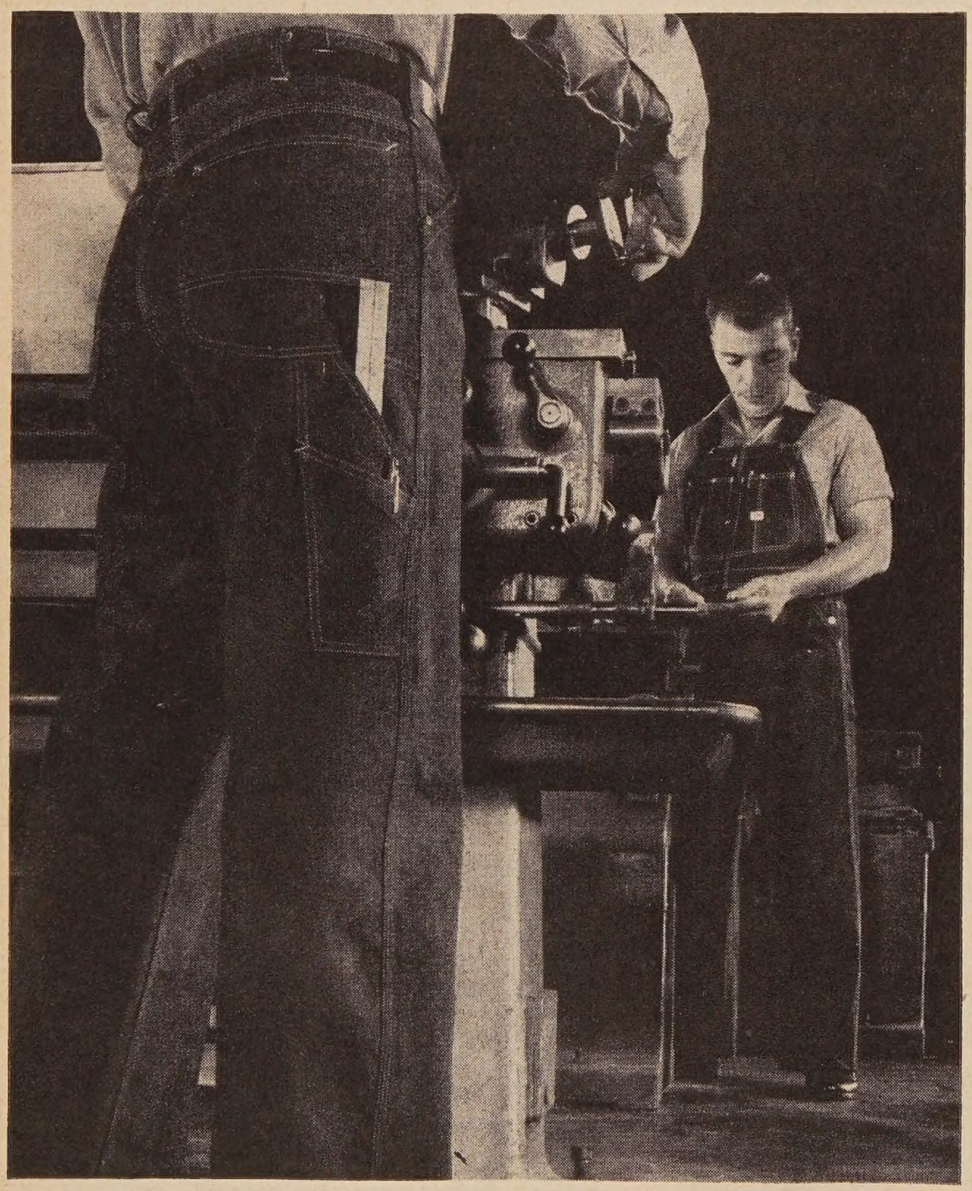
"That question as to why so very few railroad stories are written and published nowadays has been bothering me for a long time. Especially when you consider the vast literature about the men who go down to the sea in ships.

"Mariners and railroaders lead comparable lives. Both trades are about equally fascinating, hazardous, and dramatic, and they take you to far places. But look at the difference in the magnitude of their stories. Of course, we'll have to admit that men began taking to the sea thousands of years before they built the first locomotive. The sea story got off to an early start. Even today some of the best-selling books are about the ocean's mysteries and adventures.

"Why do so many editors and publishers shy at railroad stories? Maybe because they regard railroading as commonplace. They think they know the subject so well that an *authentic* railroad yarn mystifies them somewhat. Even when they print one, they don't give it the promotion they usually give a sea story.

"And yet good railroad fiction is well liked. Frank Spearman's tales go on forever in reprints and are shown

From the denim named "Jelt"



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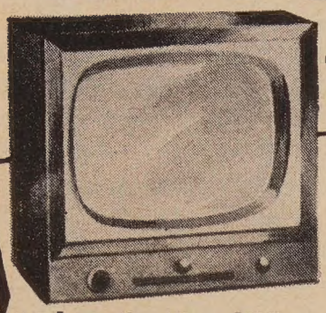

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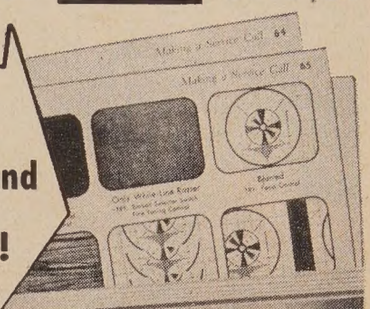

WHY hasn't somebody done this BEFORE? That's what you'll exclaim the minute you start browsing through this amazing new one-volume instruction manual in TV and radio repair.

For here at last a well-known EXPERT has found a way to tell you in PLAIN ENGLISH how to fix almost ANY radio or television set. (And he even tells you where you can go to have the extra-tough jobs done FOR you . . . at reduced professional rates.) Right from the very first chapters you can start doing simple repairs . . . and before you're HALF way through the course, you can fix HALF the television and radio sets that you encounter. In just a few weeks you can start fixing your own and friends' sets . . . get a service shop job . . . even start your own money-making business at home.

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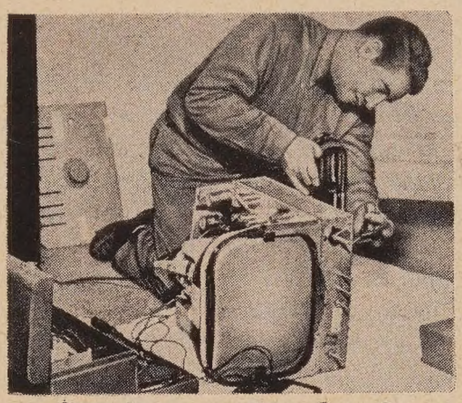

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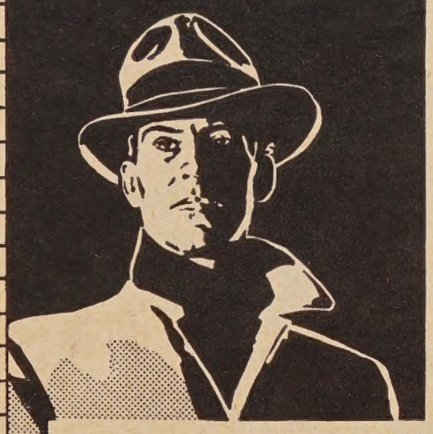

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City.....State.....Age.....

on the screen time and again. *The Saturday Evening Post* admits that Somerville's 'Patchbolt' railroad series was one of the most popular they ever published. These stories never die.

"Citing a little personal experience: I received more than 70 written protests from *Post* readers because I omitted a three-word phrase, 'through the siding,' from one of my stories. They read 'em closely and they want their railroading correct.

"Yes, stories of the Old West continue to pour from the presses and the loudspeakers. And it would still be the Old West if the railroads hadn't rescued it. Railroad construction and operation in those days required more courage, more enterprise, and more ingenuity than the cattle business ever had. They were more dramatic and they took better men to do the job.

"It may be that the public bitterness against the oldtime railroad tycoons still lingers and affects the thinking of writers and editors. The muckrakers, the bleeding hearts, and the bright young journalists gave them a very bad name, and hardly anyone has gone into print in their defense.

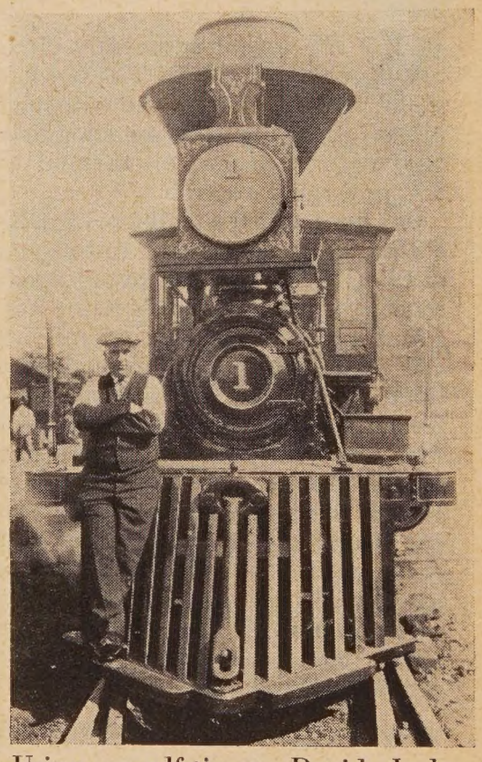
"Certainly they were wealthy, and some of their dealings were questionable. But in other lines of endeavor during the same period, men did pretty much the same thing and remained respectable in the eyes of their countrymen. And where would we be today if it hadn't been for those old brigands? We would likely still have the Great American Desert from which you could buy all the land you wanted at 25 cents per acre." •

46 YEARS with the Southern Pacific qualify David L. Joslyn, 2164 Castro Way, Sacramento 18, Calif., is an expert on motive-power subjects like cab-in-fronters. Dave knows and loves steam engines. We asked him how he got into railroading.

Dave grinned. "Well, in 1902 when I was a boy I had a job washing bottles at a soft-drink plant. The boss fired me for getting fresh with someone—never mind who. I told my woes to a neighbor, a kindly old Irishman, and he gave me a letter of introduction to the foreman of the SP's locomotive boiler shop here in Sacramento. As a result, I was hired, and in due time I became a boilermaker, then a shop clerk, then a record clerk in the locomotive drafting room, and in 1916 a junior draftsman.

"Shortly afterward the chief, seeing me snap some pictures, appointed me shop photographer in connection with my drafting-room work. Thus I became a railroad company photographer. I took pictures of new equipment built or bought, tools, working methods, machine operation, defective parts, and occasionally accidents. Also employee groups, dances, picnics, and men retiring. Sometimes I went out on the road with SP men from San Francisco to shoot trains and scenes, but mostly I worked at Sacramento and Roseville. In 1948 I retired."

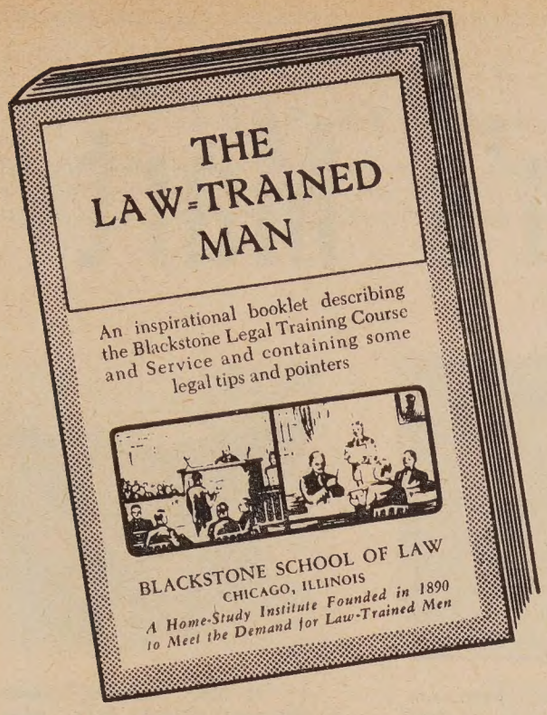
Dave is Western resident director of the Railway & Locomotive Historical Society. His youngest brother is a Southern Pacific hoghead. •



Using a self-timer, David Joslyn, author of "Cab-in-Fronters," snaps his own portrait on Espee's *C. P. Huntington*, built in 1863.

COVER PAINTING on our November issue reminds James L. Butler, Box 473, Del Paso Heights, Calif., of "my younger days and the Harvey House girls, God bless 'em!" Mr. Butler is a retired locomotive engineer, 37 years on the Santa Fe and 7 on the Sacramento Northern. "The Harvey waitresses," he says, "brought happiness to isolated places on the desert and in many cases turned out to be good wives for railroad men. I never fell in love with a Harvey girl myself, but I did meet a sweet young thing who was a soda jerk when I was firing a switch engine, and shortly thereafter I married her." •

(Continued on page 64)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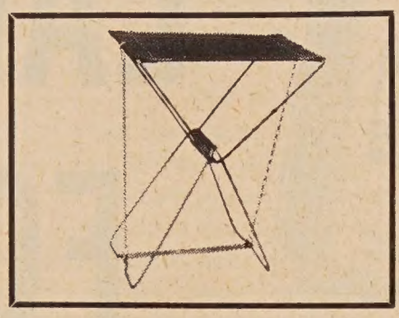

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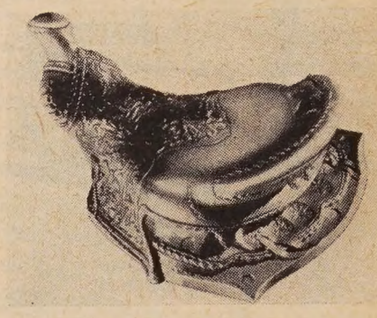
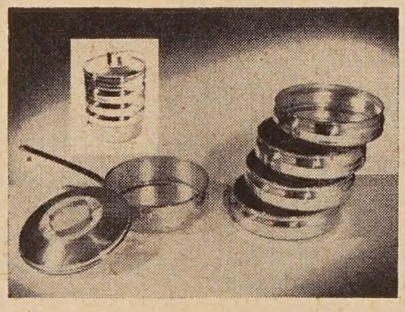
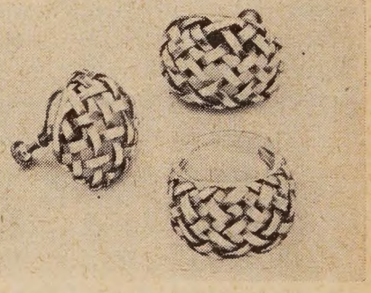


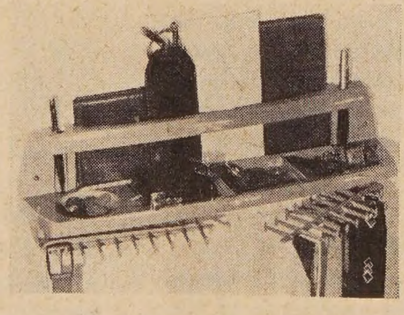
IT GOES this way, podnuh. For $2.95 ppd. Zenith Gifts, Dept. AD, 55-G Chadwick St., Boston, Mass., will send you one of these molded Latex replicas of a saddle for junior to throw over his bike seat, make like he's out on the range. It's stretching the Old West a bit, but the kids will like it.



FOR outdoorsmen—a set of five aluminum cooking pans that nest, make a compact unit to pack on a trip. Has handle to convert one pot into frying pan, wire handle to hang a pan over fire. Good for any sportsman, $7.95 ppd. From Lewis & Conger, Dept. AD, 45th Street & 6th Avenue, N. Y. C.



UNUSUAL DESIGN in this ring and earring set makes it a nice gift for the favorite gal. Made of gleaming sterling silver, the set has a beautiful basket-weave motif. Specify ring size when ordering. Earrings, $3.95; ring, $3.95; set, $7.50 ppd. Order from Ruth Brawer, Dept. AD, Box 4035 Tucson, Ariz.



A GOOD WAY to keep your change, watch, keys, etc. together is to mount this bronze-colored plastic tray inside your closet door. Has four separate sections, tie and belt bar. Measures 19½ x 4". Comes for $3.95 ppd. from the Smart Shop, Dept. AD, Box 23-M, Ft. Hamilton Station, Brooklyn, N. Y.

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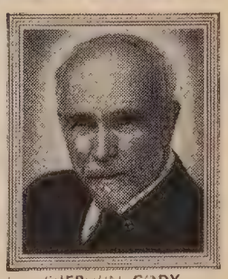

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David L. Joslyn, Southern Pacific

When rebuilt, 4028's tender, designed by our author, had a booster under its rear end.

the cab-in-fronters

Southern Pacific Bought These Mallet Consolidations for the Rugged Mountain Grades, But Had to Run Them Backwards

by DAVID L. JOSLYN

THE STRETCH of Southern Pacific mainline between Roseville, California, and the summit of the Sierra Nevada covers some pretty rugged terrain. The grades are steep, the curves sharp and numerous, and in winter the snows are about as heavy as you'll find anywhere in the United States. Through the Roseville gateway in the foothills of the mountains passes the produce of the orchards and farms of the nearby Sacramento and San Joaquin valleys, and nine months of the year, from early spring until late fall, locals hustle reefers into Roseville where they are iced, loaded, made into long trains, and highballed over the Sierras toward the markets of the East and Middle West.

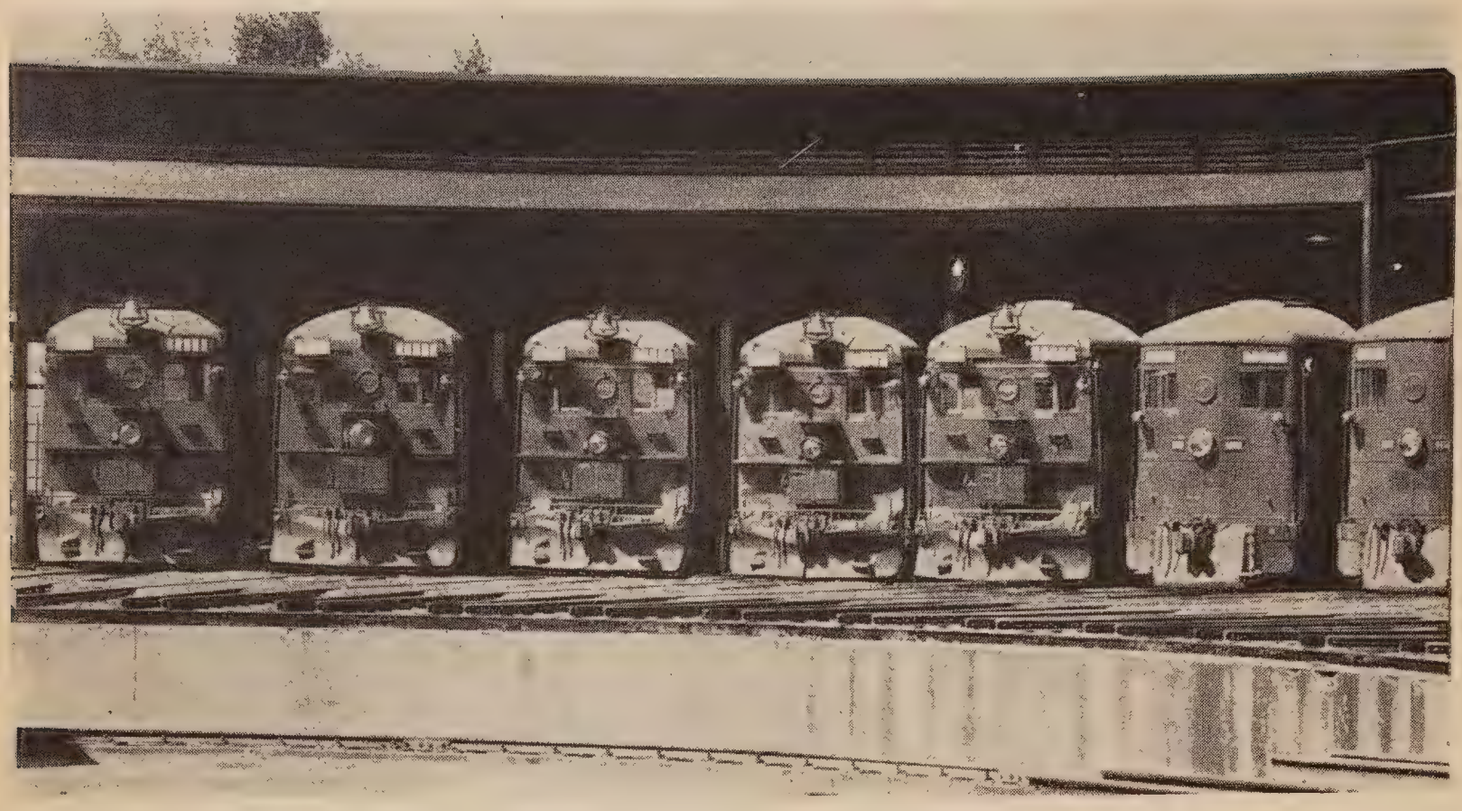
From the beginning, moving anything over the Hill called for plenty of motive power. Toward the end of the century trains began getting longer and heavier, and keeping them moving on the single-track line over the mountains became a serious problem.

At first, the ten-wheelers did the job with eight-wheelers helping out when power was short; and then twelve-wheelers, Schenectady cross-compounds, Cookes with double valves, large cylinders, and small drivers, and finally the company's own ten-wheelers with Stevens valve gear were thrown into service, but nothing was big enough to make the speed and haul the tonnages the hot-shot freights demanded.

In 1902 Baldwin's Vauclain compound consols, later rebuilt as simple, went to town wheeling the perishable freight, as many as six of them sometimes on a sixty- or seventy-car train

H. L. Kelso

Coming up like thunder, this fast-moving cab-in-fronter, No. 4161, rumbles mightily onto level ground in Santa Margarita Pass at Cuesta, Calif.



Like warriors at attention, thirteen of Southern Pacific's fleet of 4-8-8-2 cab-aheads lined up at the Roseville,

—two on the head end, two in the middle and two about ten cars ahead of the crummy. They were all coal burners, and they really gave the tallowpots a good work out. Old-timers used to say the tallowpots never got a chance to straighten up except when they stopped to take on water. SP soon converted these steamers to oil burners, which helped the firemen, but left SP's major motive power problem still unsolved.

When Baldwin started putting out articulated compounds, SP watched them carefully and placed an order for two of them in 1908. Numbered 4000 and 4001, the "big brutes," as one woman called them, rolled into the Sacramento shops in April, 1909. They were really something to behold, and the cinderdicks had a bad time trying to keep the eager crowds from surging through the shop gates for a closer look at them.

Soon a gang of nut splitters was getting the two engines ready for service, and in no time at all the 4000 was set for her trial run with Bill Kopka at the throttle and Bill Keenan at the firebox. Kopka told me later he had his doubts about the 4000 at first, but she handled easily, and, after a trip without load, headed for the mountains. There she out-performed existing power by a wide margin. There was only one catch. The men in the cabs were nearly asphixiated by the exhaust.

There are many tunnels on the route over the Hill, and in those days about forty miles of snowsheds. Locomotives working the mountains had splitters on their smokestacks to keep the exhaust from blowing the roofs off the snowsheds. Many of the shorter tunnels were rather low, and, when the exhaust from the 4000's 40-inch, low-pressure cylinder hit that low ceiling, Bill says he thought that hell had let loose. The hot exhaust and gas from the fire—it had a temperature somewhere around 740 degrees when it left the stack—came down around the cab, and the men couldn't get away from it.

Somebody came up with an inspirator covering the nose and mouth which helped a little, but not enough. The men just wouldn't go over the hump with those Mallets. It began to look as if the answer to SP's motive power problem was the wrong one.

Charles Browning, Jr., Engineer of Tests at the Sacramento shops, who was running the usual tests on water evaporation, fuel consumption, cylinders, and so on, was also studying the gas nuisance.

On one of these test trips, Browning took Frank Russell, Chief Draftsman from San Francisco, and three or four other motive power men along with him, so they could see the problem at first hand.

At the end of the run, the men met in the office of Taylor W. Heintzelman, Superintendent of Motive Power, to talk over what, if anything, could be done about the situation. Heintzelman, a portly man, sat back in his revolving chair, his thumbs in his vest, a cigar in his mouth, and his eyes in slits, and listened while the motive power men tried to work

David L. Joslyn, Southern Pacific

Calif., roundhouse before being sent out to their day's assignments on the road's rugged mountain division.

out some kind of practical solution.

After listening a while he said, "Those big engines were bought for the mountain run, and that's where they have to work. Now it's up to you men to figure out a way to run them there."

Browning turned to Frank Russell and said, "I seem to remember a small locomotive on a narrow-gage road down around the Bay that ran backwards with its tender on the smoke-box end. That ought to keep the smoke and fumes out of the cab. You're a smart man, Frank, can't you figure out something like that?"

T. W. opened his eyes wide, blew a wreath of smoke, and said, "I think that's the answer to our problem. Frank, when you get back to San Francisco, take the matter up with Stillman, and say I okay it."

Which is how the Southern Pacific's cab-in-fronters came into being.

THE NARROW-GAGE locomotive Browning remembered was North Pacific Coast No. 21. Built

David L. Joslyn, Southern Pacific

Like a dog chasing its tail, No. 4228, hauling a hotshot, catches up with its crummy just entering the tunnel at Tehachapi Loop.

David L. Joslyn, Southern Pacific

With a special shipment of reefers circling behind, No. 4144 rounds a bend on the long climb up the snow-covered Sierra Nevadas, exhaust echoing from the mountainsides and her deep-throated whistle blowing.

David L. Joslyn, Southern Pacific

In World War II, the big babies hauled hundred-car trains over the hump, one engine at the head, a second in the middle, and a third ten cars from the rear. This one carried cattle to Eastern packing houses.

in NPC's Sausalito shops in 1900 from what was left of old NPC 5, she was a 4-4-0 type with her water tube boiler on the incline, her cab set over her cylinders, and a small flat-car as tender on which were mounted two tanks, one for oil, one for water. She was an odd-looking affair, and the crews dubbed her the "Freak," but the company gave her the fancy name of *Thomas-Stetson* after the Master Mechanic and the President of the road.

She was so light on her drivers that, when she pulled more than four cars on the hills, she slipped at the slightest excuse, but she was a wonderful steamer and very economical on fuel. On a hard pull most of the water would want to blow up into the steam dome.

But her cab-in-front made her crews nervous; if something loomed up in front of them, they'd have to stand up to drop the seats, then turn around and go out the running board at the rear, and there just might not be time for all that. But four years after she was completed, her fireman let the water get too low, and her water tubes were burned. The company decided to dismantle her. For a time, her boiler was used as an air-compressor reservoir in the shop and apparently ended its days furnishing steam in a laundry.

Thus the NPC's cab-in-fronter had come to a sorry end, even before Charles Browning applied the idea to the SP's first Mallets. No. 21 was probably not the world's first locomotive with its cab in front—Italian State Railways is supposed to have built an oil-burning cab-in-front 4-6-0 around 1890—but she was probably the only true cab-in-fronter, since, unlike the SP engines, her cab was really over the cylinders and the front truck. NPC really started something.

Ben F. Cutler, Rail Photo Service

At Cascade Summit, engines turn on a wye tunneled into the mountain.

When Frank Russell proposed the idea to Howard Stillman, SP's Chief Mechanical Engineer, who had done most of the designing on the mighty *El Gobernador,* Stillman was scepti-

Lucius Beebe

A few miles west of Truckee, Calif., almost at timberline, this Articulated Consolidation, 4179, powers a Reno-Sacramento local while the exhaust billows above the mountains from which the winter snows have not yet melted.

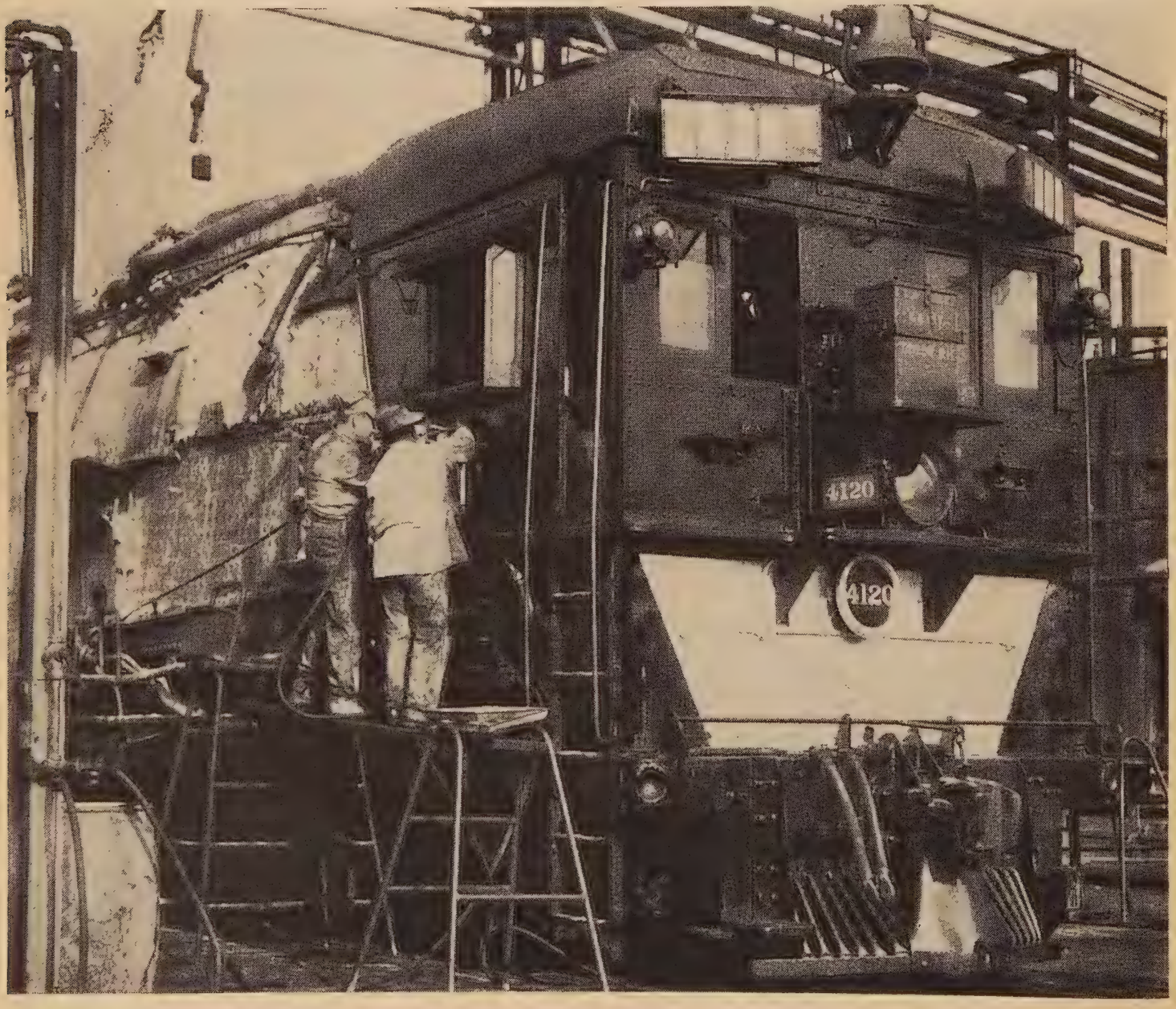
cal, but Russell had his way, and in no time Winfield P. Smith, assisted by Paul Cramer and Russell P. Clark had worked out the plans and rushed them to Baldwin which was getting ready to build fifteen more articulated compounds for the SP.

In February and March, 1910, Nos. 4002-4016 rolled into the Sacramento shops where the men promptly dubbed them the "back-ups." The term was apt. The conventional Mallet had been turned hind-side-forward, with cab in front and tender trailing what had once been the leading trucks, so that for all practical purposes they did run backwards. In the cab, the throttle and reverse gear were shifted over to the opposite side, and radiators were installed to provide heat for the men on the cold mountain runs.

The bell, rung by compressed air with a *ding, ding, ding* sound, was suspended under the cab. The whistle was mounted on the smoke box just back of the stack away from the enginemen, and operated by a small button which admitted air to open the whistle valve, making possible a soft or loud blast just as with the traditional whistle cord.

When the engines were placed in service, the men at first had their doubts about them, then shouted their approval. The exhaust problem had been licked. The big babies handled easily, afforded a clear view ahead, and could haul a good-sized drag.

The SP's first Mallets, Nos. 4000-4001, which were transferred on the arrival of their redesigned sisters to the Dunsmuir run where there were few tunnels, in the end finished out their years as cab-in-fronters, having been converted to backward-running in 1923.



H. L. Kelso

A little touch of paint makes the old girl look even better. Here, a couple of SP workers give No. 4120 a fresh coat at the Taylor Roundhouse in Los Angeles.

But having solved the exhaust problem, SP designers were presented with another. The cab-in-fronters' oil tanks had been set up high in the space in the tenders where the coal would have been. Nobody suspected this arrangement would cause any trouble. But when those big engines started climbing the grades of the Sierras, the oil had to flow from the tender the entire length of the engine along under the boiler to the firebox —in short, mostly uphill, a route which oil, or any liquid for that matter, will not take, at least under normal circumstances. When the tank was full, the first two or three feet of oil worked all right, then it stopped flowing. Boosters on the oil line weren't enough help, so the Sacramento drafting room went to work and enlarged the tanks, braced them with tie rods and more dash plates, made air-tight the oil wells where the oil was loaded, introduced air pressure at five pounds, and, to avoid danger, installed safety valves. That did the trick.

And now another problem arose. Since the engines were operated backwards, steam entered the high-pressure cylinders (at the cab end) first, causing the wheels on the "back" engine to spin five or six times before steam would begin to exert power on the low-pressure cylinders (at the tender end) of the "forward" engine. The result was that the two engines pulled against each other. The drivers slipped, and the locomotive got jerky. A starting valve was added to admit live steam to the low-pressure cylinders until the engine got to working compound. This cut down part of the trouble. But even then, if too much steam was admitted, the front engine would slip badly. Later, this too was taken care of, though I forget now exactly how.

As received from Baldwin, the cab-in-fronters had a drum in the smokebox called a "reheater," which was supposed to reheat the steam from the high-pressure cylinders before it entered the low-pressure cylinders. But the top of the drum would get red hot, while the bottom would stay cool enough to condense steam, and so these drums were soon thrown out.

The cab-in-fronters also raised at least one operational problem. When they first came to the road, there were no merry-go-rounds long enough to turn them. Soon, though, SP had big non-balancing turntables installed at crucial points which could whirl the big babies around with ease.

When all the wrinkles were finally ironed out, those 2-8-8-2's proved to be just what the railroad had been looking for to move those drags over the Hill. By 1913, there were forty-nine of those MC-class engines in service, not only on the Sierras, but also over the Tehachapi between Bakersfield and Los Angeles.

IN 1911 Baldwin delivered to the SP twelve 2-6-6-2 articulated Mallets, cab in front (Nos. 4200-4211, renumbered in 1937 as 3900-3911). Intended for wheeling the varnish over the hump, they were out of service in nothing flat. That long swiveling truck with its single pair of 45-inch wheels under the cab had a bad habit of leaving the rails. To make things worse, on curves the cab would swing over a full fourteen

David L. Joslyn, Southern Pacific

Leaving the 4198's cab, Brakeman Tug McDaniel rode the pilot one day to snatch a child playing on the tracks out of his locomotive's path.

David L. Joslyn, Southern Pacific

Girl turntable operators like Alda Durling, shown on the job at Dunsmuir, Calif., helped SP to meet manpower shortages during World War II. At war's end, men replaced women operators, and the company scrapped the 4000 class. When cab-in-fronters first came to the road, no merry-go-round was big enough to turn them.

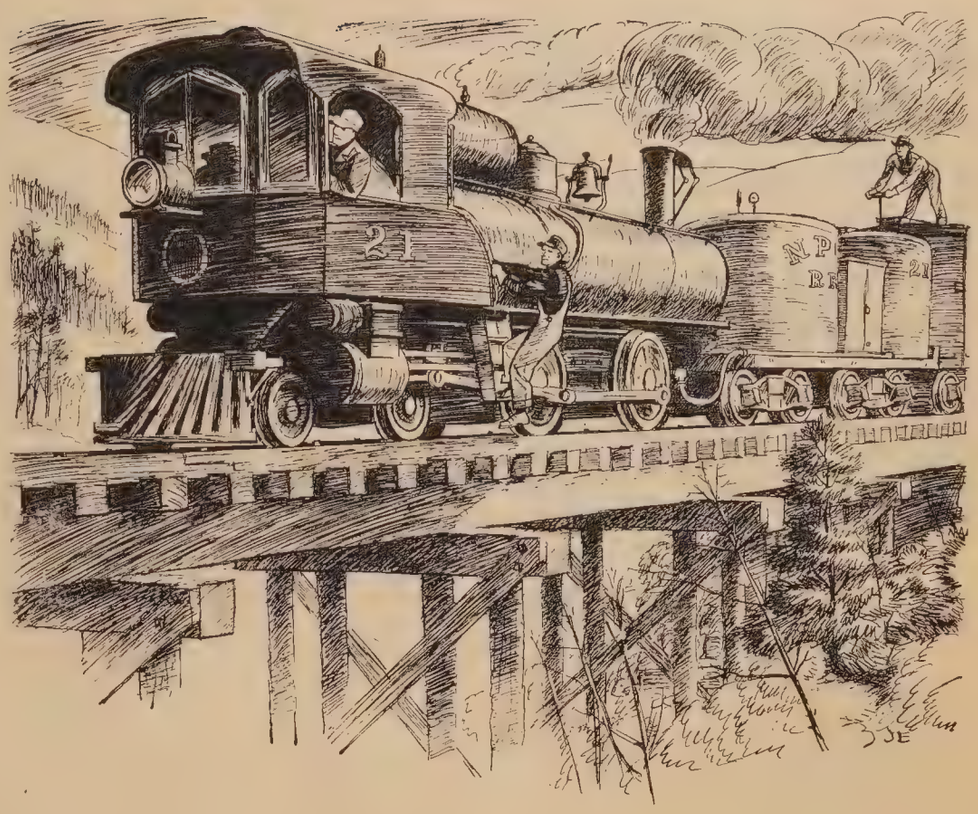
inches, taking the corner posts out of the snowsheds. These engines were not redesigned. Instead Baldwin furnished a new section of back end for the frame and a four-wheel truck. After that these 4-6-6-2's, as they had now become, were perfect for wheeling the varnish over the Sierras and the Tehachapi. When power was short, they took their turn on the hotshots and made good. Later rebuilt to simple, all twelve were scrapped between 1946 and 1948.

Around 1925 when highway trucking began to offer serious competition to railway freight, the SP completed a new line over the Sierras with longer curves and easier grades. This helped, but it still wasn't enough. The old 2-8-8-2 Mallets were getting just a little too slow.

One morning Superintendent of Motive Power Austin Daniel Williams, or "A.D." as we called him, rushed into the drafting room, announced that 4041 was coming into the shop for a complete overhaul, and when she went out, she had to have more speed, and more water and oil in her tender tanks; in short, she was going to be thoroughly modernized.

A.D. was a thorough mechanic who had learned his trade with Walter Chrysler on the Michigan Central, come to the SP in 1900 as a nut splitter, and worked his way up. When he gave an order, he expected results. In this case, he got them. Russell P. Clark and his assistant, Dewey Hawke, drew up plans for cutting down the 26-inch high-pressure cylinder to 22 inches with a bushing, and replacing the 40-inch low-pressure cylinder with a new 22-inch cylinder, giving all four the same diameter. Thus the compounds became simple articulated engines.

Morris Yates redesigned the boiler, putting in a superheater and increasing steam pressure from 200 to 210 pounds. Tried out, the redesigned 4041 proved successful, and in 1928 the management ordered all the 2-8-8-2 Mallets rebuilt. Around the same time all the old rectangular



Grand-daddy of all the cab-in-fronters was North Pacific Coast No. 21, a 4-4-0, with 42-inch drivers, 13x16-inch cylinders, and Stephenson Link valve gear. Crews called her, perhaps rightly, the "Freak." Her throttle was in a box-like receptacle under the cab roof, and two pipes connected it, wishbone style, with the steam chests. Like those on SP's cab-aheads, her throttle was opened by pushing it forward.

ALL-TIME ROSTER OF SOUTHERN PACIFIC CAB-IN-FRONTERS

Mallet Consolidations (2-8-8-2)

Number	Builder	Date	Class	Drivers	Cylinders	Engine Weight	Boiler essure	Tractive Effort
4000-4001	Baldwin	1909	MC-1	57	26&40x30	425,900	200	94,880
4002-4016	Baldwin	1910	MC-2	57	26&40x30	437,000	200	94,880
4017-4028	Baldwin	1911	MC-4	57	26&40x30	432,600	200	94,880
4029-4037	Baldwin	1912	MC-6s	57	26&40x30	435,800	200	94,880
4038	Baldwin	1913	MC-6s	57	26&40x30	435,800	200	94,880
4039	Baldwin	1912	MC-6s	57	26&40x30	435,800	200	94,880
4040-4043	Baldwin	1913	MC-6s	57	26&40x30	435,800	200	94,880
4044-4048	Baldwin	1913	MC-6s	57	26&40x30	437,100	200	94,880

Articulated Consolidations (4-8-8-2)

4100-4108	Baldwin	1928	AC-4sf	63	24&24x32	614,600	235	116,900
4109	Baldwin	1929	AC-4sf	63	24&24x32	614,600	235	116,900
4110-4125	Baldwin	1929	AC-5sf	63	24&24x32	622,600	235	116,900
4126-4148	Baldwin	1930	AC-6sf	63	24&24x32	648,000	250	124,300
4149-4150	Baldwin	1931	AC-6sf	63	24&24x32	648,000	250	124,300
4151-4176	Baldwin	1937	AC-7sf	63	24&24x32	639,800	250	124,300
4177-4204	Baldwin	1939	AC-8sf	63	24&24x32	657,900	250	124,300
4205-4244	Baldwin	1942	AC-10sf	63	24&24x32	657,900	250	124,300
4245-4250	Baldwin	1942	AC-11sf	63	24&24x32	657,900	250	124,300
4251-4274	Baldwin	1943	AC-11sf	63	24&24x32	657,900	250	124,300
4275-4284	Baldwin	1943	AC-12sf	63	24&24x32	657,900	250	124,300
4285-4294	Baldwin	1944	AC-12sf	63	24&24x32	657,900	250	124,300

Mallet Mogul (4-6-6-2)

4200-4211#	Baldwin	1911	MM-2	63	25&38x28	396,900	200	74,070

#Renumbered 3900-3911 in 1937

s at end of class designation indicates that the locomotive has a superheater; sf, that it has both superheater and feedwater heater.

As we go to press the following cab-in-front locomotives are still in service: 4104, 4107-4109, 4113-4114, 4120, 4130, 4133-4136, 4140-4141, 4149-4154, 4156, 4158-4165, 4167-4172, 4174-4294.

This roster was supplied by B. M. Brown, General Superintendent of Motive Power, Southern Pacific.

Jack C. Hammond

With the cab in front, the hogger gets a clear view of the track without even a trace of smoke.

tenders were replaced by semi-cylindrical ones to conform with those Baldwin was sending us. Nos. 4028 and 4010 also had powerful little Bethlehem boosters installed under the rear of their tenders. These were later removed. I never learned why.

Between October, 1928, and March, 1944, SP received from Baldwin a group of 4-8-8-2's, classified AC and numbered 4100 through 4294. Larger than the earlier MC's, these AC's, most of which had engine beds—that is, cylinders cast enbloc with frames—worked all over the system hauling both freight and passenger trains, and are still operated today.

Aside from their particular suitability to SP operating conditions, these huge cab-in-fronters have many advantages over other types of steam power. The position of the cab affords a clear view of the track ahead. Exhaust does not bother the enginemen nor cut off their view of the rails. Oil is used as fuel so that firing is no problem. Really two engines joined together, each with a comparatively short rigid wheel base, these giant locomotives, despite their size, can negotiate curves with ease.

Their disadvantages are those peculiar to all steam locomotives. They require, periodically, boiler inspection and the application of new stay bolts here and there in the firebox. The boiler requires washing, and the drivers need turning or renewal as they wear down, though SP has minimized this by devising a method of turning the wheels without removing them from the locomotive.

But regardless of their merits, the diesel-electric is gradually replacing them even in the high mountain regions where once they ruled supreme. In those days you could have seen them almost any time wheeling a hotshot over the hump with one locomotive on the head end, another in the middle, and a third ten cars ahead of the crummy. At Summit, two of the engines were cut out, dropped back to Roseville, serviced, and went right out again with another hotshot or the varnish.

Now, all the old 4000 class (including renumbered 4200-4211) have been scrapped together with twenty-six of the remaining 4100's. Many more are even now sitting around the terminals waiting for the torch, but the SP still has a good number of them earning good dividends. In their time they thundered over almost every mile of the Southern Pacific System, the monarchs of the rails, and even today nothing can beat them in pushing the huge rotaries through the snowdrifts of the Cascades and the Sierras. From what I've been able to gather, SP intends to keep a few of the big babies around. Which is only proper since the cab-in-fronters after forty years have become an institution, a sort of SP trademark for the world at large.

It was a sight worth seeing to stand on a point in the Sierras and watch three of these babies wheeling a hotshot over the hump—a hundred cars in some trains slithering along up the mountain slopes like a huge snake. The exhaust from the two sets of cylinders echoed and roared from one rocky cliff after another, and now and then a deep-throated *whooooo, whooooo, whoo, whoo,* as it rumbled out of sight or plunged screaming into a tunnel. On those high mountain passes, the diesels now are running. But they will never have what the cab-in-fronters did roaring up the mountain—that animation and glamor and fascination—that something that seemed alive. ●

H. L. Kelso

In their time, the cab-aheads trod nearly every mile of SP main line. Here, No. 4261 roars past a Joshua tree in California's Mojave Desert.

David G. Edwards, Rail Photo Service

In those glorious days before the coming of the diesels, thundering giants like the 4268 were the pride of the division. Here she powers a heavy assignment between Roseville and Reno.

William Gilman

Passenger climbs into roomette car while hogger waits in his cab.

ONE-MAN RAILROAD

Lincoln Lebreton, the Envy of Many a Railfan, Has the Unique Job of Running a Train Through 15 Miles of New Brunswick Wilderness

by WILLIAM GILMAN

HOW WOULD YOU like to work for a railroad where you could be Chief Everything, make and enforce your own rules, run the trains, and tinker around the rolling stock?

This is not merely a railfan's dream. Lincoln Lebreton actually lives that kind of satisfying life. Linc is a brawny, 300-pound native of New Brunswick's bush, up in the Canadian lumberjack country near the Gulf of St. Lawrence. His setup is the Northern New Brunswick & Seaboard Railway. It's a freak line with freak equipment, most of it home-made, that runs through fifteen miles of wilderness, including some pretty rugged terrain.

And under the same cap you'll find Lebreton calling himself engineer, brakeman, conductor, baggage master, yard foreman, dispatcher, road foreman of equipment, section hand, and superintendent—in fact, the only employe.

The NB&S was originally a carrier of iron ore, and did rather well during World War II. After that it languished. Now, with a new stampede for other metals, it's booming again.

Boom or bust, Linc takes it all in good nature, even though a boom means jumping the rusty tracks more often. When a derailment occurs, the big fellow goes into a huddle with his wrecking master, meaning himself, and becomes a one-man emergency squad.

If things are normal, he hikes down the track and gets his other train to help the one in trouble. They're both practically alike—a home-built flatcar hauled by a jitney contraption which has wallboard sides, standard train wheels, and a power plant that's the engine out of an old Ford car.

Linc usually keeps his jitney's side doors open. That's so he can sit sidewise, watch the scenery amble by, and shoot the breeze with a passenger or two. One day, at the end of a run, his last passenger had waved good-bye, Linc was hungry, and his wife had a hot supper waiting five miles away. But he didn't go straight home. His train had jumped the track.

Linc was mad. With muscles straining, he lifted the overturned "locomotive" back on her wheels. Then, cutting a young tree to use for a leverage pole, he pried her back on the rails.

All of his titles put together don't help much when Linc's amiable disposition can't pacify drunken passengers. On such occasions the big fellow uses his sizeable fists. They can talk English or French-Canadian.

Like the time five men flagged him down. He'll stop anywhere, of course—there is no railroad station on his pike. These five were lumberjacks from the Quebec woods, loaded with red-eye and filled with the burning desire for a joyride on his beautiful train.

"Today is your vacation," one of them told him in French. "You go home."

Lebreton, who speaks French, too, tried to jolly them out of it. "All these years, I've never had a vacation—can't let anybody else handle the equipment."

The five encircled him and closed in. Linc chose the leader, drove his fist hard to the man's jaw, and saw him topple. Then he picked up the fallen bully and heaved him at the others.

"Out of here fast!" he warned. "My temper, she is getting warm."

They beat a fast retreat.

WHEN the big fellow was born fifty-eight years ago he was christened Gilbert. But he's never been called that. His dad, a woods boss, nicknamed the kid "Abraham Lincoln." So Linc tries to get along with human beings as well as the moose and bear that occasionally wander across his right-of-way.

He and his wife, Helen, have raised eight children. It's a good life, if not a fast one.

Twenty miles an hour is a pretty killing pace on his bumpy line. Although the rails are standard gage, they're rusty, the ties are crumbly, and the roadbed is like a washboard. But it's the only way in for prospectors and sportsmen, so they take their bruises as paying passengers—75 cents from Nipisiguit Junction, just outside the small city of Bathurst, to end of line in the wilderness.

A few times, Linc has "opened 'er up" to 40 miles an hour. But that's emergency. Once in the summer of 1943 polio paralyzed his son Gordon. Out at Grand Falls, a settlement of twelve families almost the end of the line, Linc carried his boy to the train, laid him on a bench alongside, and began a wild ride at five a.m. He still doesn't know how he stayed on the rails. An ambulance waiting at the junction took Gordon to a hospital, and the lad recovered.

Another time, four years ago, Linc saw a man's body in trackside snow and came to a quick stop. The man was still breathing. Linc raced him to Bathurst and saved his life. It turned out he'd fallen into a brook while cutting pulp and hadn't been able to get a fire going. He knew the railroad tracks were his only hope, and managed to crawl there before the cold got him.

"I knew the Toonerville would be coming through," he said later. "She always does."

One day Lebreton picked up a half-frozen young moose, loaded him on the flatcar, and hauled him to a warm place and good feed. What the moose thought of the ride isn't known. But many passengers have expressed themselves. For example, the woman tourist who took the trip and blamed Linc's rattling 20 miles per hour for her sore back.

"Gosh, lady!" he soothed, "I've been riding this train for near thirty years—and I bet I'm twice as healthy as you."

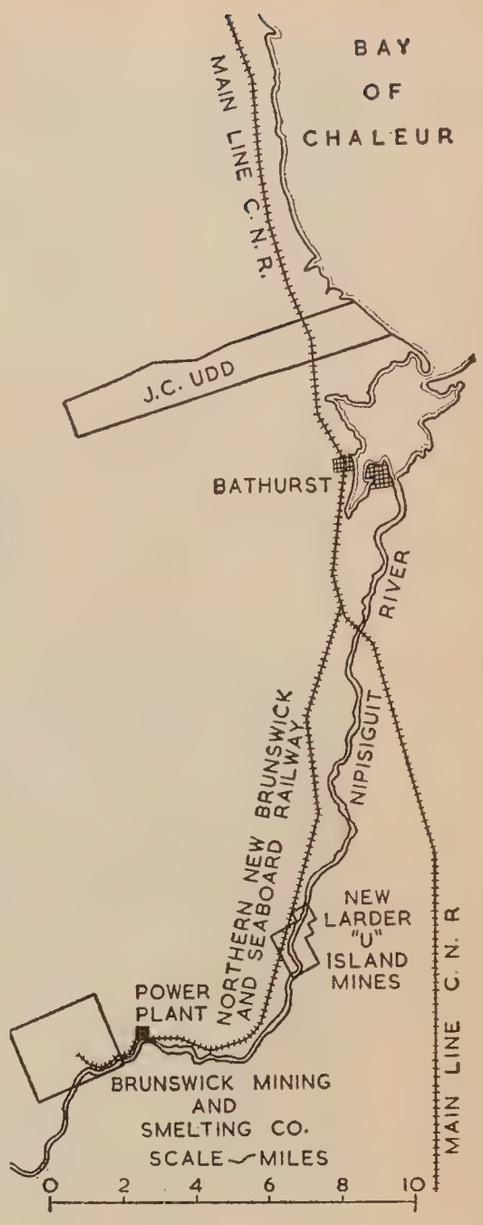
A former Governor-General of Canada, the distinguished Lord Willingdon, rode those rails one unhappy day and complained afterward that his bones had been shaken loose from his body. But Lebreton only laughed.

Years ago, when Sir James Dunn, a multi-millionaire Britisher, wanted to fish the salmon pools at Grand Falls, he sent his faithful secretary on ahead to scout the situation. The flunkey had visualized a conventional train. Instead, he found the jitney on a rusty spur track, coupled to a flatcar holding groceries and passengers. Lebreton was swapping tobacco and tall stories with the folks.

The secretary shook his head. "Sir James will never ride in *this*."

Linc smiled. "Then he won't ride at all, because *this* is it."

But in due time Sir James paid his 75 cents and climbed aboard. He even gave a ten-dollar tip. Like the prospectors and hunters who travel this line for the first time, the British magnate remarked that walking would have been easier. However, regular customers soon get used to it. A little thought convinces them that the New Brunswick line wasn't built for luxury.



Freak line connects with CNR.

THERE'S a ghost iron mine a mile beyond Grand Falls, and it was to haul that ore that the Twin Tree Mines Railway (as it was then called) was built fifty years ago. After struggling several years, the mine folded in 1913. The railroad's steam locomotives were switched onto the Canadian National tracks at Bathurst and sent away to better pastures.

When World War I came, even the rails were ripped up to make guns.

(Continued on page 49)

The B&ML engine moved ahead as each bucket was filled, pulling it up with a cable, and then reversed to let it down for a refill.

COALING UP

You had to be a combination of acrobat and Samson to juggle a giant-size bucket filled with coal.

This laborious method of fueling up lasted for many years on the B&ML—until diesel power brought relief.

THERE is a 33-mile pike called the Belfast & Moosehead Lake that runs through the Maine woods between Belfast and Moosehead Lake. Operating this pike with diesel power doesn't call for a great deal of muscular effort. But until a few years ago, when steam was still king, the job of coaling up a B&ML locomotive was quite a chore.

You didn't just pull over to the coal chute, yank a chain, and leisurely watch the black diamonds slide down into the tender with a mighty roar. No, sir, it wasn't that easy. You stood on the ground beside the Belfast coal pile and shoveled endlessly until your face was grimy with sweat and coal dust, filling one gargantuan wooden bucket after another.

The engine operated a derrick that hoisted the loaded buckets above the tender, where another strong-armed serf emptied them. After one tender was full, you were ready for a holiday. But you kept right on working. There were other tenders to be fed before your aching biceps and *gluteus maximus* could call quits and turn to another job.

International News Photos

New York Central

During busy steam days this New York Central tender stopped for a drink in the yards at Yorktown Heights, N. Y.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here every month by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1

Question *I have seen a reference to the super-speed train which runs between Rome and Milan, Italy. Please give details.*

Answer This train is an electric ETR 300, one of a series introduced on Italian State Railways. Besides the technical advances identifying the impressive performance record of this latest product of the Breda Workshops, it offers unusual features in design and equipment. Its sleek exterior and the elegance of its interior are setting new standards for modern car builders. Nine feet wide and 540 feet long, the ETR 300 weighs 324 tons and travels at a normal speed of 99 miles per hour.

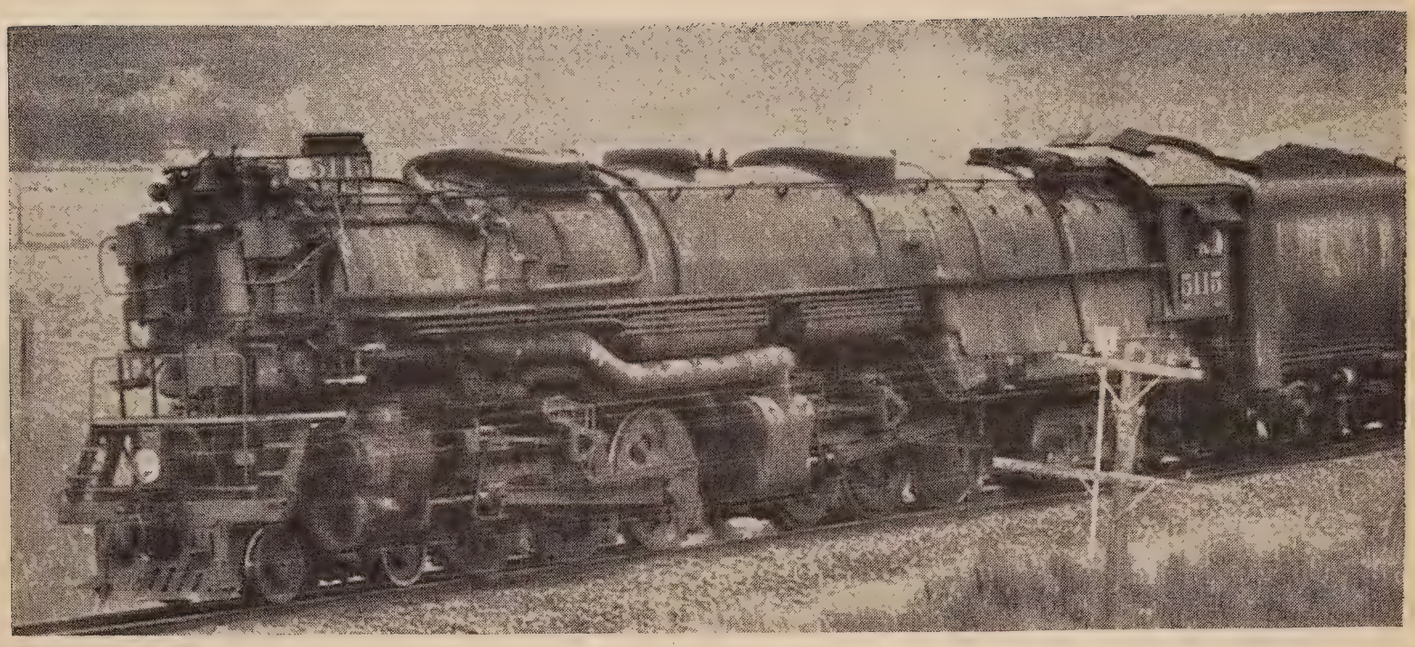
This Italian electric multiple-unit is arranged so that it is bidirectional. The driver's cab is placed above the train's roof, giving the impression of a small Vista Dome. Behind his cab, a lateral corridor is separated from the compartments by crystal partitions which enable passengers to have a broad panoramic view on both sides of the coach. Intercommunication between the seven coaches is made possible by articulated coaches, easily split for maintenance and repair because of the detachable rubber hoods joining them. Set on 12 bogies (40 wheels), the ETR 300 is powered by a dozen 200-kw 3000-volt engines. Plans for this train were started in 1948, and required more than 2000 drawings.

2 *Is it possible for a message from a speeding train to go through a closed way station to a telegraph operator?*

Yes. Although the way station may be unattended, messages between operators or dispatchers and conductors or trainmen are easily exchanged by means of a new communications device which makes possible the effective use of transmitter and receiving systems within the station. Because of this contact between operating men, supervision and control of train movement is more simple and direct. News of breakdowns or other emergencies can be quickly flashed ahead, "meets" can be changed, and unscheduled stops made in order to get information may be eliminated. A knowledge of locations, conditions, and train speeds helps to avoid delays at interlocking plants and where trains enter or leave yards.

Italian State Railways

New Italian streamliner, electric ETR 300, combines luxury with high speed on run between Rome and Milan.



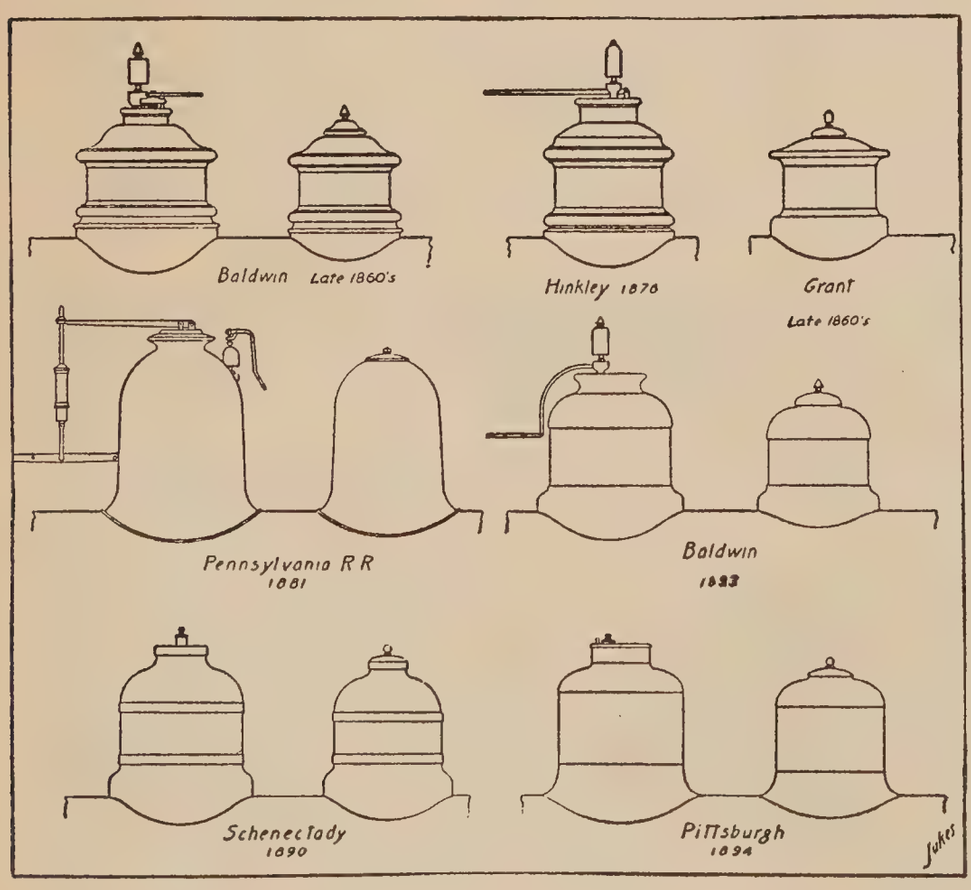
An important part of the steam story over the years, the powerful Mallet articulated compound locomotive

3 *Where can I get a complete list of North American railroads?*

Try *The Official Guide of the Railways and Steam Navigation Lines* which also gives mileage, timetables, maps, company officers, and other information. This 1500-page book is published monthly by the National Railway Publication Co., 424 W. 33rd St., New York 1, N. Y.; fifty cents per copy, $28 per year. *The Guide* is kept in all railroad stations and ticket offices, public libraries, shipping offices, and travel agencies. A copy of this book is a "must" for any railroad library.

4 *Is the Northern Pacific still using Mallet locomotives?*

Yes, on its Rocky Mountain Division. However, the road is planning on full dieselization within a few years, and is withdrawing the Mallets from operations as they come up for flues or a major overhaul job. Probably some of these engines will be kept for a while for emergency use, but their service on freight runs will be gradually reduced. *(Railroad* will carry a feature article on Mallets in the near future.)



These drawings, by Fred Jukes, an authority on oldtime engines, show development of steam dome design in latter part of 19th century.

5 *How does the shape of the steam dome on an oldtime locomotive help in identifying the builder?*

The steam dome was one of the more obvious details by which you could tell one locomotive from another.

The Baldwin round-topped dome was a familiar object for over half a century. During the 70's and 80's, designers used the moulding pattern with the ogee top for the dome, with variations. Baldwin, Mason and Schenectady stuck closer to the classical line, while Rogers and Brooks were partial to fluted or corrugated dome tops. Several early McQueens (Schenectady) were fashioned with smooth English-type dome casings. About 1883 Baldwin introduced the round-topped dome, which became popular not only as a Baldwin type, but also as a basic design for domes of rival builders. An adaptation of the round top, featuring a band pattern was designed by Schenectady in the '90's, and Pittsburgh, in incorporating this, simplified the dome outline, giving it a smooth, more modern look. Although builders occasionally deviated from

A. E. Allen

was distinguished by two sets of frames. Some are still used today.

their own house patterns, steam domes remained reliable identification tags.

6 *What is the world's oldest scheduled passenger train?*

This is said to be *The Flying Scotsman,* which has been running between London and Edinburgh since 1862.

7 *Please publish a history of the Choctaw, Oklahoma & Gulf.*

This road, first known as the Choctaw Coal & Railway Co., was incorporated under the laws of Minnesota in 1887. Its line from Wister to McAlester, Okla., was completed in 1889-'90, and its first train ran over the stretch in the fall of 1890. In 1888 the company surveyed a line which began at Ft. Reno (near El Reno) and extended eastward via Yukon to and through the site of the present Oklahoma City. Before the formal opening in 1889, controversy developed over the right-of-way, and the stretch was not completed and placed in operation until February, 1892.

In 1894 the road was taken over by the Choctaw, Oklahoma & Gulf, which immediately launched a large-scale expansion program. The owners of the newly organized railroad were experienced businessmen of Philadelphia, Pa., and had ample capital. They were soon able to close the gap in the line between McAlester and Oklahoma City, and complete the Ft. Reno to Weatherford extension in 1898.

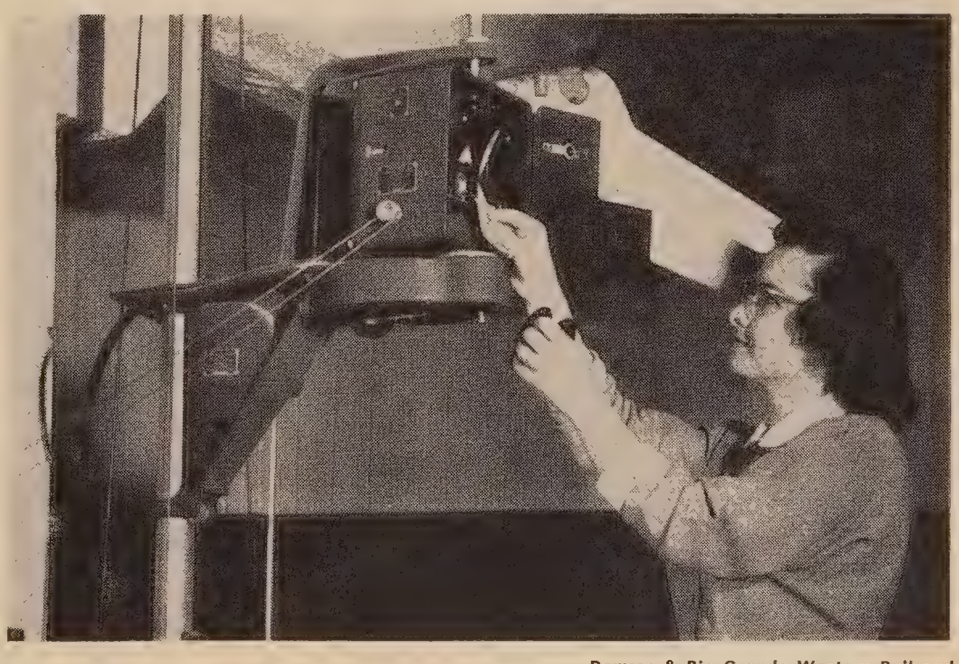
Builders of the CO&G, impressed with the possibilities of the country through which the road ran, soon incorporated the Choctaw & Memphis in Arkansas, and thus acquired the property of the Little Rock & Memphis. Shortly after, they built a line from Little Rock to the Arkansas-Indian Territory boundary line. When this stretch, 151 miles long, was ready for operations, the CO&G extended its Oklahoma tracks to connect with the Little Rock line. By 1900, it had a straight through main road of 563 miles under one management from Memphis, Tenn., to Weatherford, Okla. Subsidiary lines developed within the next year or two, adding to the total mileage.

In 1902 the Rock Island bought the CO&G's capital stock, and in 1904 reached an agreement whereby the smaller road leased all of its mileage to the Rock Island for operation, and soon after surrendered its properties and investments.

8 *Microfilmed records are used in various industries. Does this include railroads?*

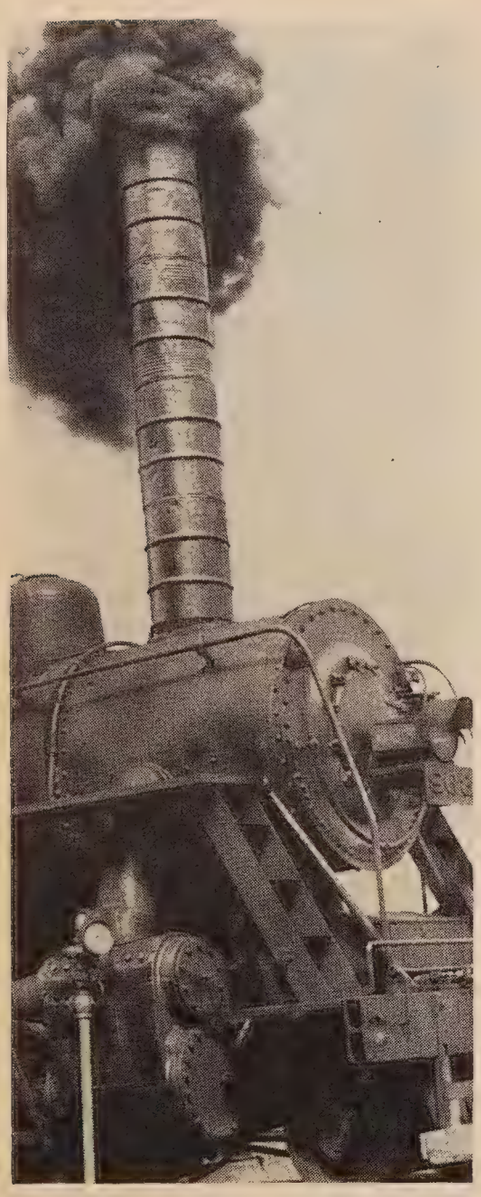
Yes, railroads now use microfilming not only to make duplicate records for filing and to preserve important information, but also to expedite train movements and provide accurate records of cars interchanged. For example, on the Denver & Rio Grande Western, dispatchers' train-sheets, the largest of which measure 22½ inches by 7 feet 3 inches, can be reproduced in full detail on 35 mm. film. The filing problem, caused by the oversized trainsheets, is neatly solved, thanks to microfilming.

This process of filing records on film covers other departments of the railroad company. Vouchers, indexes, payrolls, accounts, and purchase orders can be similarly kept. The Rio Grande applies this reproduction method also to interchange waybills. Immediate filming of waybills allows freight trains to proceed without delay while contents subsequently are prepared and teletyped from the film record. A further advantage is the complete record on file of the sketchy information available on the former typed report.



Denver & Rio Grande Western Railroad

Through microfilming, Rio Grande records are now reproduced in miniature and easily filed.



Richard J. Cook

The giant stack on Nickel Plate's No. 863 served as stationary boiler during repair job.

9 *What are the duties of a railroad president?*

According to *Railway Age,* he must:

(1) Be sure the company earns a profit for the stockholders.
(2) Provide fair employment and compensation for employes.
(3) Provide a service that customers want and will buy.
(4) Superintend the raising of funds to finance operations.
(5) Maintain a smooth-working organization and settle such intramural fights and squabbles as may develop.
(6) Maintain good relationships with the general public and local governmental organizations — including railroad regulatory bodies.
(7) Function as a "super-salesman" in the solicitation of difficult and important customers, and in fostering industrial development in the areas served by his road.

10 *In view of the many improvements made by railroads over the years, and the modern equipment, why do companies still use old-time wooden crossties?*

Research and experience have proven that no material has the advantages of the wooden tie. Because of its light weight and relatively long life when treated with preservatives, the wooden tie is serviceable material, and is unique in its low initial cost. Officials also report that the woodtie is a natural insulator for truck signal circuits, and has the resilience and ability to absorb the impact of heavy loads without destruction. Concrete, steel, plastic and other substances have been tested as substitutes, but without success.

11 *Did New York have the world's first subway?*

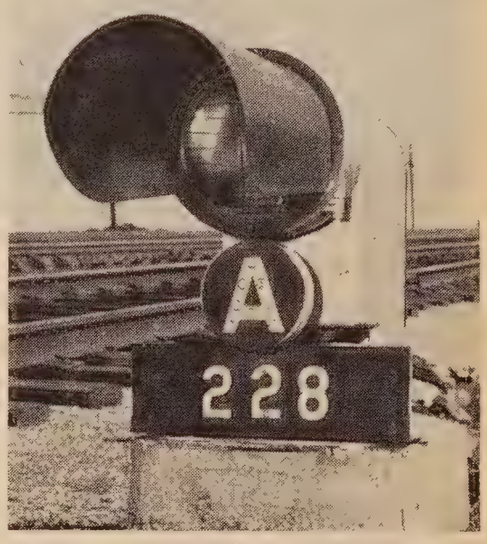
No; London opened one in 1863, and Glasgow in 1886. Budapest, Paris, and Berlin all had subway service before New York. The subway, when finally built in New York, cost four times as much as the Panama Canal. In 1904 the system went into operation, and now covers considerable mileage 90 feet below street level.

The first subway experiment in New York was the 1870 Broadway Pneumatic Underground, one block long, operated by compressed air.

12 *Who first called the steam locomotive the "iron horse"?*

We don't know. One story came from Col. William F. Cody, a plainsman of the 1860's, widely known as Buffalo Bill. He said that Sitting Bull, the Sioux Indian chief, coined the term. Cody's autobiography quotes Sitting Bull as follows: "The white man has taken most of our land. He has destroyed or driven away the game that was our meat. In 1868 he arranged to build through the Indian's land a road on which ran Iron Horses that ate wood and breathed fire and smoke. The iron horse brought from the East men and women and children who took the land from the Indians and drove out game."

Famous Indian chief, Sitting Bull, was possibly first to call locomotives "iron horses."



General Railway Signal Co.

Dwarf signal, used in crowded yard, has long hood which directs light close to ground.

13 *Is there such a thing as a railroad stamp club?*

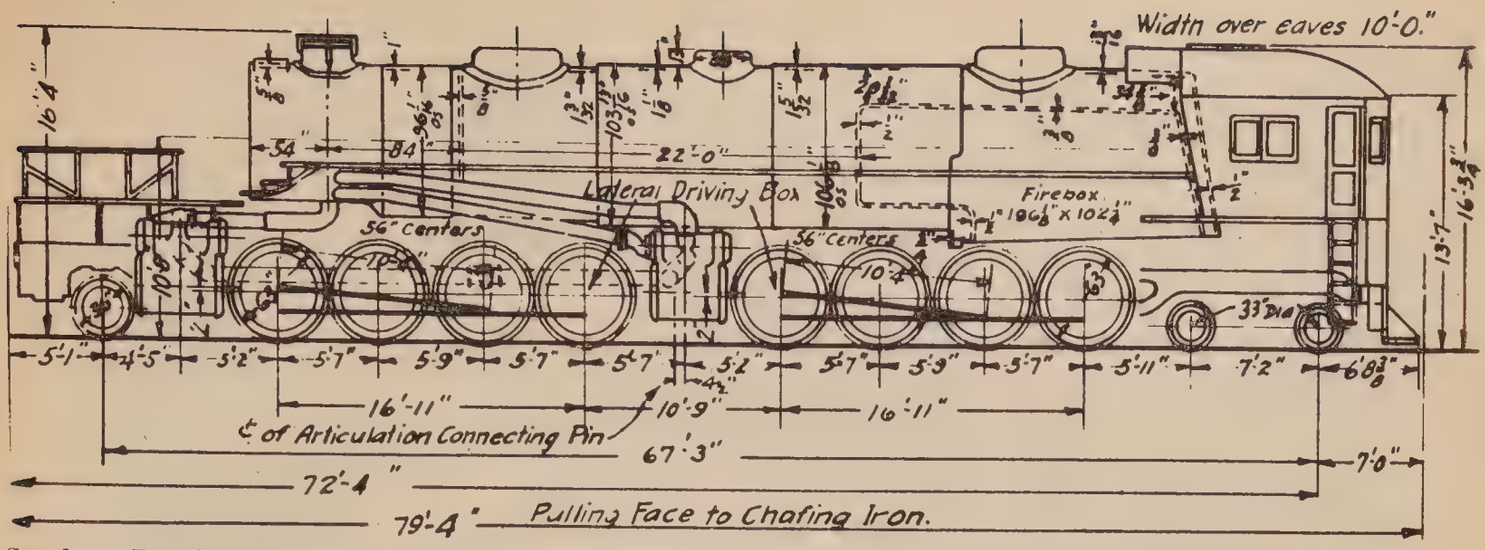
Yes. The American Topical Association includes a division, Casey Jones Unit, which is made up exclusively of railroad stamp collectors. It was organized to give out information about the field and to publish lists of railroad stamps which have been and will be issued, as well as report on new developments in the hobby. The club also arranges for correspondence between collectors. Those interested may write to Secretary C. J. Keenan, 6354 N. E. Cleveland Ave., Portland 11, Oregon.

14 *What exactly is meant by the term "hump"?*

This is an artificial knoll at the end of a classification yard over which cars are pushed so that they roll to separate tracks on their own momentum.

15 *What is a dwarf signal?*

This is a type of light signal erected close to the ground, and sometimes covered by a metal hood. It is used in crowded areas in yards and terminals



Southern Pacific AC-7sf Class (Nos. 4151-4176), cab-ahead Articulated Consolidations, as it looks on the drawing board. These locomotives have 4 cylinders, a superheater, and 331 boiler tubes. Complete roster appears on page 19.

where the overhead flashes of regular block signals cannot easily be seen. Dwarf signals were important during World War II, because their extra long hoods kept their lights from being spotted from the air.

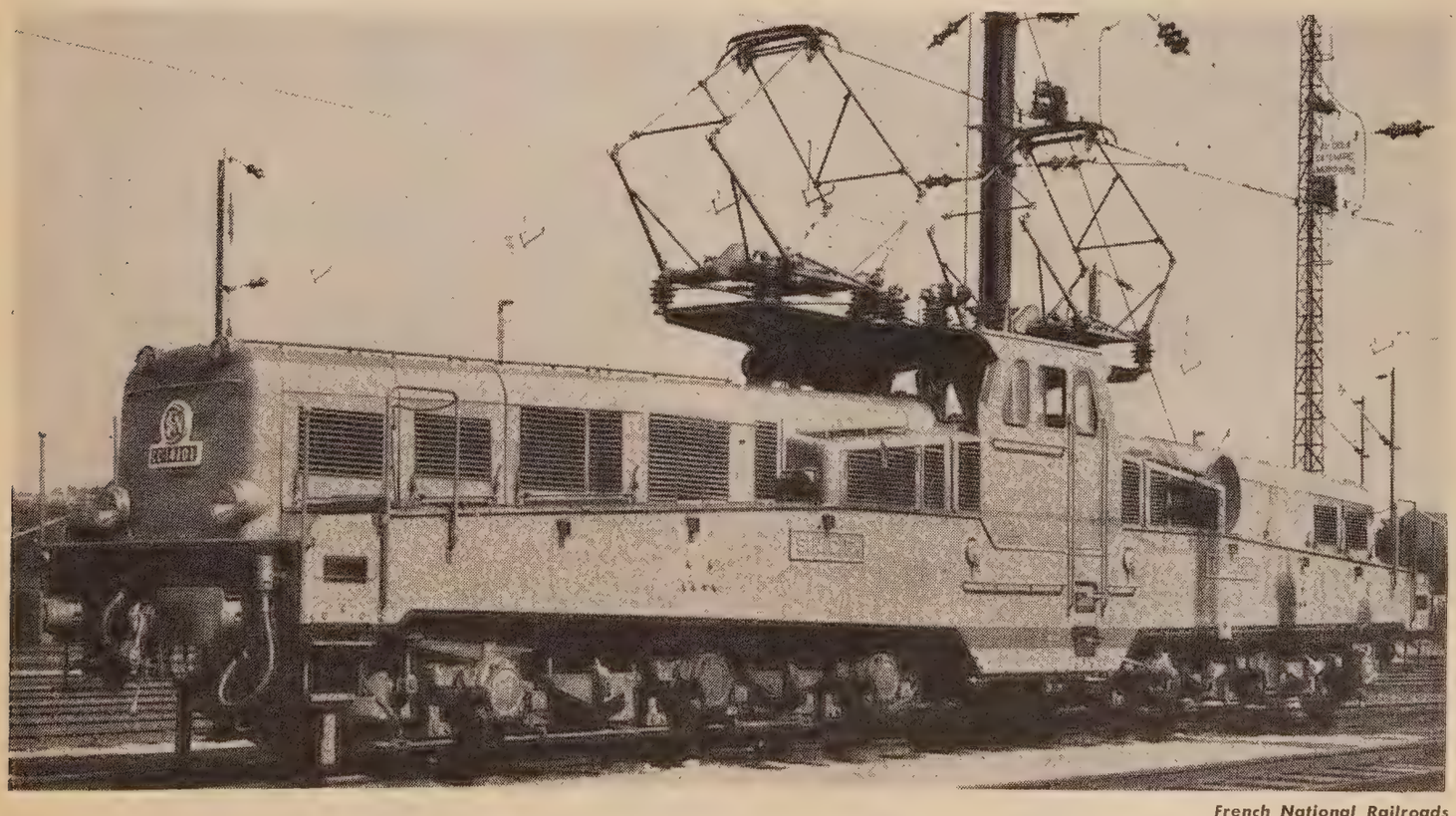
16 *Are French National Railroads being electrified?*

Yes, to some extent. About 7000 of the system's 25,000 miles are slated for electrification. No date has been set for the program which depends upon general economic conditions. In hauling heavy loads, electrification affords more efficient service than any other motive power, so the French are anxious to extend it. Used in large quantities, electricity is cheaper in France than other forms of energy.

Although the program will apply mostly to areas identified by heavy traffic loads, the system looks forward to orders for more electric passenger trains, which provide smooth, fast, and clean service. At present, the proportion of steam-powered engines to electric is about seven to one.

Running Extra

THE Gloucester Railroad, abandoned 75 years ago, ran near Gloucester, N. J., on Landing Creek, a branch of the Mullica River, reports Granville Thomas, 617 Mulberry St., Milville, N. J. Apparently, traffic on the road was limited, as no attempt was ever made to extend it beyond the river. Mr. Thomas would like to get details on the operation and history of this little line, and would appreciate hearing from readers.



French National Railroads

Now in service on French electric lines is special CC type unit designed for industrial current of 25,000 volts.

Artist's lurid conception of cornfield meet at Camp Hill, Pa., nearly 100 years ago.

BEFORE THE DAYS OF THE SPEED GRAPHIC

by LUCIUS BEEBE

IF THE AGE before the Speed Graphic lacked facilities for action photography possessed by a later generation, it at least had no inhibitions about recreating news events at their most dramatic moments through the agency of a technician of the times usually identified as "our staff artist, sketched at the scene." In this manner such notable events as assassinations and public catastrophes, especially railroad wrecks, were depicted for the readers of newspapers and popular magazines in a manner sometimes more graphic than anything available to the factual reporting of the photographic camera today. The artist, taking advantage of the wide liberties available to him, caught the action at the moment of impact.

The mid-fifties of last century saw a deplorable rise in the incidence of train collisions. Wooden cars, primeval operating arrangements, and the beginnings of accelerated speed contributed to a series of calamities that was to alarm the reading public for three generations to come. The issue of *Frank Leslie's Illustrated Newspaper* for August 2, 1856, frightened its readers with a graphic portrayal of a head-on meet between two passenger trains of the Northern Pennsylvania Railroad (now the Reading) at Camp Hill, fourteen miles from Philadelphia.

The horror was accentuated by the circumstance that one of the participating trains carried a Sunday school picnic from St. Michael's Roman Catholic Church at Kensington, a fact that was to find a parallel in many cases, later on, where outings, excursions, and festival journeyings seemed especially prone to disaster.

THIS WRECK was the greatest rail disaster in American history at that time, in terms of casualties—66 men, women, and children killed, and more than 100 injured! Among those who met death was the Rev. Daniel Sheridan, rector of St. Michael's Church. A watch found on his body was stopped at 6:19. That was the exact moment of the crash, which occurred on a broiling hot Thursday, July 17, 1856, on a single-tracked railroad.

The engineer of the down train (southbound), William S. Lee, was a dentist by profession. He had been engaged in railroad work for only about a year, but, as he testified later at the hearing, "I knew how to run an engine."

His engine that day was the *Aramingo*. The down train left from the little frame station at Gwynned (now called Gwynned Valley, twenty miles out of the present Reading Terminal, Philadelphia).

"There was no clock at the upper end of the road," Mr. Lee related, "so we had no way of regulating our watches except in the city."

The down train's conductor, William Vanstavoren, known as "Van," seemed bright and cheerful that morning. Apparently he had no hunch that this was to be the last day of his life.

"We left Gwynned with a mixed

train at six A.M. by Van's watch," said Engineer Lee. "Van had come up from Philadelphia the previous night. I am not aware if he had regulated his watch in the city that night, but it was his habit to do so, as the company had printed rules to that effect framed and hung up in the engine cabs. We had a baggage car, a passenger coach, and a freight car. We knew there would be an excursion coming up from Philadelphia and we had instructions to watch out for it."

Some 1200 passengers went on the excursion, mostly children, happily excited but still a bit sleepy at having been awakened early in the morning. They were looking forward to a day in the country at Schaef's Woods in the Whitemarsh Valley near Fort Washington (sixteen miles from the present Reading Terminal). Those picnickers had big baskets full of lunch, while the Sunday school management took along ice cream for everybody.

The special ran in two sections, each supposed to carry about 600 perons. A. H. Fracker, master of transportation for the North Pennsylvania Railroad, issued these running orders:

Excursion No. 1: **Leave Master Street at 5 A.M. and run to Fort Washington, with a clear track, by 6 A.M. Returning, follow flag of 6:15 P.M. train from Fort Washington and arrive at Master Street at 7:15 P.M.**

Excursion No. 2: **Leave Master Street at 8:03 A.M. and follow flag of regular train from Fort Washington. The engine will follow the same train to Gwynned, turn, and follow back to Fort Washington. Returning, leave Fort Washington at 5:30 P.M. and run with clear track to Master Street by 8:50 P.M.**

The train carrying flag for excursion will keep main track at passing places. Extra precautions must be taken by conductors and engineers carrying or following a flag, to prevent collision. Opposing trains will wait 15 minutes on flag for excursion trains, then proceed at usual speed, keeping 15 minutes behind. Should excursion get more than 15 minutes behind, it must be kept out of the way of regular trains.

It was the failure to obey the last sentence of these orders that set a new high mark in railroad casualties.

The first section of the excursion, northbound, got off to a slow start. So many eager picnickers tried to scramble aboard that it did not steam out of the Master Street terminal until 5:09. To complicate matters, the first section was overcrowded with about 700 persons instead of the authorized 600. A locomotive with a wooden cab, a wide flaring stack, and a box headlight pulled ten open-vestibuled coaches and a freight car, all of them wooden.

The freight car carried the lunch baskets, ice cream, hammocks, swings, and other outdoor sports equipment.

Although nobody knew it at the time, a jinx overhung the crew of the first section. Henry Harrison, the engineer, was highballing to death. His fireman, John Butcher, was going to be injured, and the conductor, Alfred F. Hoppel, was heading for disgrace. Only the two brakemen, Lewis Page and Sanford M. Crowell, would emerge unscathed and with clean records.

MEANWHILE, the down train, three-car mixed local, was proceeding southward to meet excursion No. 1.

"We had four miles to go to make Fort Washington," Mr. Lee recalled later. "At Wissahickon, the station just before Fort Washington, I said to my fireman:

"I wonder if the excursion has arrived."

"We both thought that the first section had already reached our meeting place and was waiting on a sideling (sidetrack). I had seen smoke rising around the hill at Fort Washington. The excursion was due there at six A.M. We were due at 6:15 but were a few minutes late."

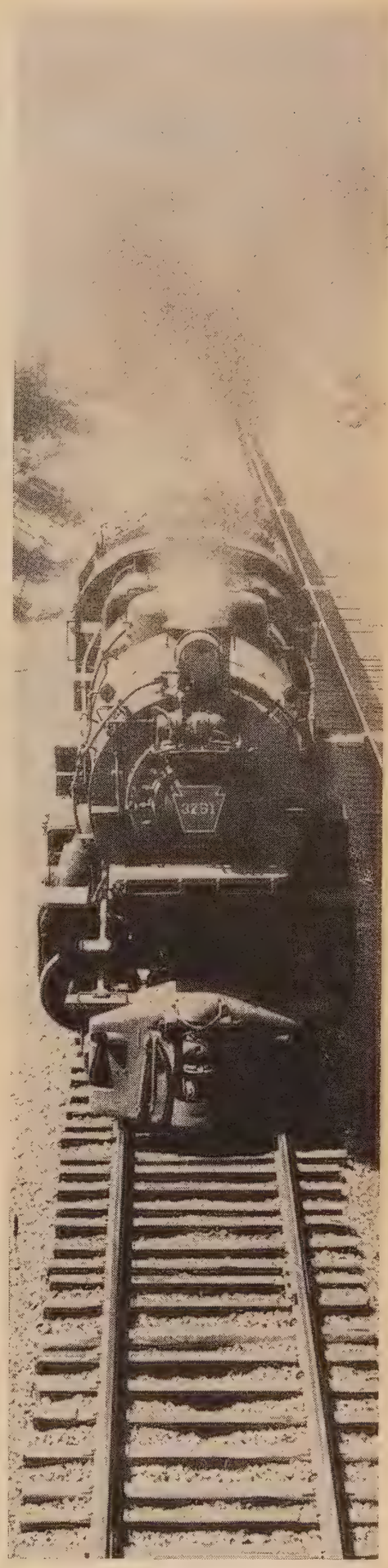
Southbound trains, in those days, had to wait at Fort Washington fifteen minutes, if necessary, for northbound trains. Then, if the latter did not show up, the southbound engineer was to proceed slowly and send a member of his crew ahead on horseback to warn the up train that the down train was on its way. This the three-car local failed to do.

Lee asked his conductor, "Is it time for us to leave Wissahickon?"

"Yes," he said. "But you better go mighty slow around that curve, Bill! The excursion may be standing on the main track."

Mr. Lee nodded agreement. After waiting for two minutes at Fort Washington without seeing the excursion, during which time Van took on passengers and cans of milk for the city, the engineer asked the conductor for orders. It was then 6:17 A.M. The train was two minutes late, and Van was eager to get going.

(Continued on page 52)



Don Wood, Rail Photo Service

Speed Graphic catches Pennsy K-4 on New York & Long Branch in N. J.

When the Clock Strikes Twelve

by E. S. DELLINGER

Slim Regan Was Up Against It; He Knew No Hogger Had Ever Pulled a Hotshot to Dawson in Three Hours Flat

ONE SULTRY SUMMER evening when air brakes were a new thing, Bud Mason was called to swing a light on the smoky end of a banana train westbound out of Sayer with Slim Regan at the throttle.

Mason, even a year after he'd given up hoeing corn on his father's farm, still loved nothing better than to ride the fast ones with Regan, though his own black hair stood on end as he plummeted down Jim River Hill or the Grindstone and streaked across the narrow valley, making a run for the hill beyond.

He accepted the call, piloted the long-legged passenger jack out to the train yard, and coupled her into sixteen snow-white reefers loaded with bananas in from New Orleans.

The chubby, light-footed and determined conductor hurried up the cindered walk with their one lone flimsy. The trainmaster strode beside him, grimly chewing a dead cigar. The skipper read their order to Regan while the others listened.

"Eng 712 run banana extra Sayer to Dawson with right over all trains except Numbers 3 and 6."

Incorporated in this order was a schedule which required them to leave Sayer at 7:00 P.M, and arrive at Dawson five hours later.

The lean young runner reached for the tissue. The shadow of a smile drew down the corners of his mouth, and a gleam flashed into his eyes as he grasped its full meaning.

Regan had received similar orders during his undisputed reign as speed king of the Ozark Division. The officials had a habit of running slow men out on drags, when ever they had a belated fruit train showing, maneuvering him into the fruit train's cab, handing him an "impossible" schedule, and then patting his long, slim back when he made it after all.

Regan dragged out his gold watch, glanced at it. Two of his five running hours were already gone. Returning the watch to his pocket, he snapped a finger at the order, and said to the trainmaster, "On this order, Mr. Smithers, we were due out of here two hours ago and due in Dawson three hours from now."

"That's the way I read it, Mr. Regan."

"No engineer's ever pulled a freight train from here to Dawson in three hours flat."

"A year ago, Mr. Regan, you managed to make it in three hours and twenty minutes. With a year's added experience on the 712, and with one hundred percent air brakes, I figure you should easily shave twenty minutes off that time."

"If that's the way you want it—"

"That's the way we want it, Mr. Regan. We're holding our banana contract, and a lot of men are working here because we make the time with this fruit. This banana hotshot should have been in Kansas City at midnight. We want it there as soon as steam and steel can make it."

"Then tell your dispatcher to keep the slow ones out of our way and the order boards green. Mason, you line that switch. Skipper, you chase on back to your caboose and strap yourself in, because, when the clock strikes twelve, we're goin' to be in Dawson or in hell."

Bud Mason lined the switch and caught a reefer pulling by. He did not believe even Regan could take this sixteen-car train over those hundred and forty hilly miles in three hours flat—not without a pile-up in a briar patch somewhere with the crew underneath the cars.

A sense of disaster was not new to him. The day he quit the farm to go railroading his father had warned him he'd get himself killed, and the thought was always with him as he thundered through the night. Never had it been more insistent than it was at this moment, as he stood atop the head car, watching the switch lights swim back into the darkness.

HE RODE THE TOPS a mile, then slipped past the fireman pivoting in the deck, and into the brakeman's seat on the left platform. Alternately he peered back along the racing wheels and watched ahead where lightning shimmered over the ruffle of black along the north horizon.

For an hour, Regan drove the 712 furiously. He worked steam into sag and vale. He raced across flat and valley, sometimes at eighty miles an hour, and stormed the steep grades, seldom at less than forty.

They thundered through sleeping villages. Sometimes freights were in siding with headlights dimmed, and brakeman on the ground, urging them to greater speed with plain and fancy highballs. Always, the order boards were green, and the operators out on platform watching their train for hot box, fire, or dragging beam.

Sixty miles west of Sayer, they crossed a post-oak flat and turned down the steep descent to Grindstone River. Bud watched the headlight curve through the groves of oak and walnut, and throw its beams along the tangents.

Regan never shut off steam. Beyond Grindstone rose the heaviest grade on the division. He worked light throttle, gaining speed for the hill beyond the bridge.

When they came down on the curve a half-mile above it, Bud was holding his breath. Regan was running as fast as his wheels would turn. The fireman, a devilish little Irishman with a bandana knotted over his curly black hair, came up out of the deck, gripped Bud by the shoulder, and growled into his ear:

"Sit tight, man! We ain't goin' to be in *Dawson* when the clock strikes twelve."

Bud was not sure whether the fireboy spoke in jest or earnest. They stood side by side in the window, peering ahead. Flying drivers were almost into the curve. The front end was wobbling. The fireman, still gripping Bud's tense arm, muttered ominously, "Boy, you stay with her when she turns over, for it ain't no use to jump."

Bud knew they were going into the woods. The engineer knew better. With the skill of a master, he kicked a few pounds of air under his drivers to take out the wobble. The racing engine steadied, swayed right, rocked back left again.

Regan released his air, opened her wide. They straightened out on the tangent, crossed the wooden bridge, and roared into the ascending grade, rocketing sparks high up toward the starlit sky.

The fireman wiped great beads of nervous sweat from his grimy face, tugged nervously at the bandana, and reeled into the deck and after his scoop. Bud felt better at knowing he wasn't the only man aboard who'd been worrying about a wreck.

So far, their run had been free from trouble and delay, but, when the speed fell on the sharp, ascending grade, a lantern appeared atop the train. It was Regan. He called Bud to his side, told him quietly, "Skipper's smelled a hot box. If we stop to cool it here, we won't make Billings for our meet with Three. If we don't make Billings for Three, we can't go in ahead of Six, and we won't be in Dawson when the clock strikes twelve.

"There's a pail of dope on the back of the tank with a packing hook in it and some sticks of pin grease. Get it and slip back over the train and help him take care of that box. Be careful, now, kid. Remember a brakeman never misses his step but once when he's cooling a hot box on the run."

Bud had heard of the stunt, but he had never tried it nor seen it done. Lantern in one hand, tools and packing in the other, he scrambled from tank to car roof and walked the reeling tops back to meet the conductor.

He didn't have to walk far. Four cars from the engine, he heard the squeal of a journal crying for grease. Setting his can on the running board, Bud flashed his lantern over the side, and saw a thread of smoke sweeping back from the forward journal.

He went down the ladder, hung the can on the grabiron, and hooked a leg into the stirrup. Holding himself with one hand, he jerked up the box lid, speared chunks of pin grease with his packing hook, and worked them in around the hot journal.

(Continued on page 72)

Canadian National Railways

Kitty gives J. L. Morris, conductor of CNR train No. 5, orders and clearance as he signs the book. Kitty is second-trick "op" at Brockville, Ont.

CANADIAN NATIONAL'S ONLY

Girl Operator

Kitty Fox of Brockville, Ont., Her Boss Says, Is the Best Railroader He's Got Working for Him

by E. A. SOULIERE

YOU'D BETTER NOT try to tell Kitty Fox, the Canadian National's telegraph operator at Brockville, Ont., that it's a man's world. Kitty knows better. There's Miss Bessie Smith of Hubbards, Nova Scotia, for instance, the system's only woman station agent, who recently retired after forty-seven years of service. Kitty herself is the only girl "op" on the System.

Kitty works the "second trick"—3:30 to 11:30 P.M.—at one of the busiest terminal points between Montreal and Toronto, and she does a man's work every working day and thinks nothing of it.

A short friendly woman, about four feet nine inches tall, she puts in eight hours a day, five days a week (she has Sundays and Mondays off), giving conductors and engineers their train clearances and orders and doing a score of other jobs.

Kitty's duties at Brockville are as varied as they are exacting. In addition to clearing trains, she tells prospective passengers the best route to anywhere on the continent. With train schedules and fares at her fingertips, she makes train reservations, issues tickets, and in her "spare time" announces train arrivals and departures over the station loudspeaker system.

Kitty scarcely remembers when she knew nothing about railroading. Her father, Patrick, a CNR operator and agent all of his life, took her on her first train ride when she was five. It was while Patrick had the agency at Darlington, Ont., near Oshawa, that Kitty began practicing with the key and "picked up the code." By the time she was fifteen years old, she was able to send a telegraphic message and to receive messages and train orders as they came over the relays.

"Dad and I were pals," Kitty recalls, "and I spent most of my time at the station helping him with his books and reports. He gave me the express commissions and as I was saving money to buy a piano, this was one way of earning a little."

Kitty's "official" rail career started when she was twenty-one years old. She applied for a vacancy as relief operator, was accepted, and has been at Brockville ever since.

Today, she is an expert lightning slinger who prefers to use the flat key rather than the newer Vibroplex—commonly known as the "bug." The flat key isn't tiring, explains Kitty, because the variety of duties break up the monotony.

Tapping out messages is not the least of her tasks. Every day she sends and receives hundreds of telegrams, and during the holiday season the number doubles. She's sometimes had to handle as many as thirty in five minutes. A first-rate typist, she transcribes the messages on telegram forms as fast as the dots and dashes come over the wire.

Her brother John followed the family tradition and served as operator and agent at a number of CNR stations including Lake Lenore and Beatty, Sask., and Cochrane, Ont.

Kitty amusingly recalls the confusion her brother and his pal created while they were Temiskaming & Northern Ontario (now Ontario Northland) operators at Nellie Lake and at a ballast pit eight miles away near Potter, Ont.

The dispatcher would talk over the wire to John at Nellie Lake. Later, he would call the operator at Potter and to his surprise, John replied from there too. The same thing was happening with Kitty.

The operators confused the dispatcher with their "Dr. Jekyll and Mr. Hyde" tactics until he discovered John and Kitty had an automobile which they used to drive between stations.

Her biggest problems? "This being a 'pool' operation," says Kitty, "they are all big." She is kept on her toes working with Canadian National dispatchers at Montreal and Belleville, Ont., and with a Canadian Pacific dispatcher at Smith Falls, Ont.

During her tour of duty she handles the *International Limited* and *Inter-City Limited,* very often in two sections, as well as No. 559 coming in to connect with No. 15.

LOOKING BACK on her career in Canadian railroading, Kitty says unusual and humorous incidents have made it a lot of fun.

"I was asked for a ticket to the graveyard one evening," she says, "and was stumped for a moment until I remembered an extra gang was working on a section not far from a graveyard."

After visiting Brockville, Kitty's customer became confused and couldn't recall the extra gang's location, but knew it was near a graveyard. Kitty assured him he wouldn't need a ticket to the graveyard and directed him back to the section gang.

Kitty is living proof of the saying, "Never underestimate the power of a woman." One man, with a gun in his hand, did so eight years ago and lost. After asking her the one-way fare to Halifax, he suddenly pushed a small .30 caliber revolver through the wicket and demanded the cash. Kitty kept her nerve.

"Where would I get cash?" she asked, and her visitor pointed to the drawer of a desk in the center of the office. She pulled out the drawer and convinced him it contained remittance books. Her calm exterior and fast talking made him uneasy, and he fled into the night empty handed.

She furnished the police and the operator at Kingston with a description of the holdup man. A few hours later, the Kingston operator notified police that a man fitting the description supplied by Kitty, and two girls were loitering in the station waiting room.

The girls, who had acted as lookouts during the attempted holdup, and the man were arrested. Having failed to intimidate Kitty—it turned out that the gun wasn't loaded—the trio had stolen a car. After Kitty identified her unwelcome visitor in court, the man got a prison term of two years.

She has no preference for diesel or steam power, adding "diesels are cleaner but noisier."

Kitty says that over the years she has found that veteran railroad men are "regular fellows" who do not resent a woman giving them their train clearances and orders.

Kitty doesn't have a station mascot, because "sometimes I can't find time to feed myself." And Kitty has no hobbies other than "keeping house and keeping trains rolling. These jobs keep me pretty busy." Railroading, she claims, is her hobby as well as her work.

During the summer, Kitty spends her leisure moments at her camp at Brockmere Cliffs on the nearby St. Lawrence River. Here she relaxes away from the sound of clicking wheels, the screech of brakes, locomotive whistles and the dispatchers' 'phone. "But I do miss the sound of the telegraph key."

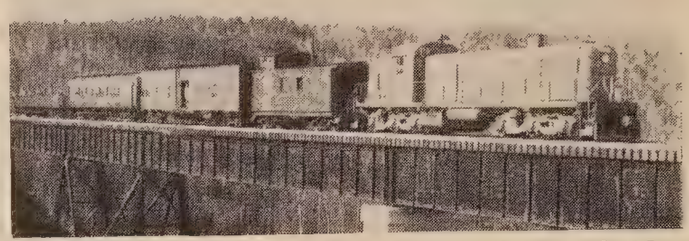
As her boss says of her, "The best railroader I've got working for me is Miss Kitty Fox." ●

Canadian National Railways

The LaSalle, **Canadian National No. 5, pulls in at Brockville from Montreal. (Canadian Pacific 2200 is at left.)**

Locomotives of the
PACIFIC GREAT EASTERN

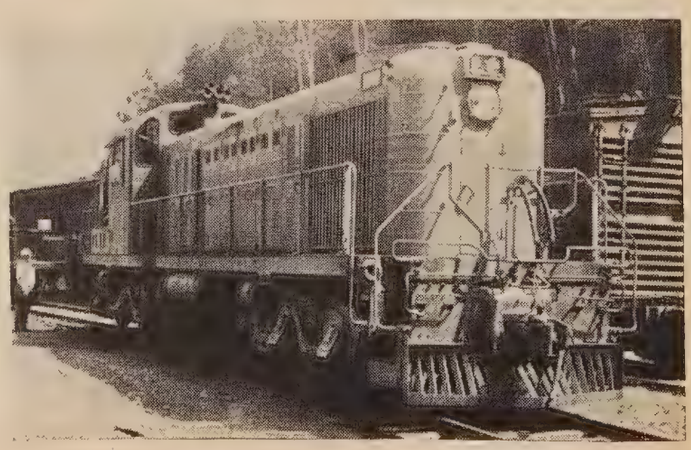
PGE is caribou country, as insigne indicates.



PGE trainload of railfans on Abhan Canyon bridge.

The 5-spot is one of the two Baldwin 2-6-2's.

Built by General Electric, the 557 weighs 70 tons.



Road-switchers like No. 563 boast 1600 horsepower.

William Lake, Rail Photo Service

The thunder of a steam-engine exhaust is still sweet music on the Pacific Great Eastern.

ALTHOUGH the Pacific Great Eastern Railway is neither "great" nor "eastern," it *is* a railway and it *does* serve the Pacific seaport of Vancouver, B. C., which is only a few miles south of its southern terminus, Squamish.

Reminds us of the boy who defined *crab* as "a red fish that walks backward." The teacher smiled encouragingly. "That's fine, Johnny," she said, "except that the crab isn't red, it is not a fish, and it never walks backward. Otherwise your definition is correct."

PGE's history was told in considerable detail in our January '49 issue by Richard L. Neuberger, Oregon's new U.S. Senator.

Says Neuberger: "The Pacific Great Eastern may be a route of destiny."

Already the Senate has passed a resolution that may lead to extension of this line northward to the Alaska border. Not long ago the long-discussed connection with the Canadian National was completed to Prince George. Other plans call for an extension from Squamish to Vancouver.

PGE diesels are orange with green letter panels and yellow and orange trim. •

ALL-TIME ROSTER OF THE PACIFIC GREAT EASTERN

Steam Locomotives

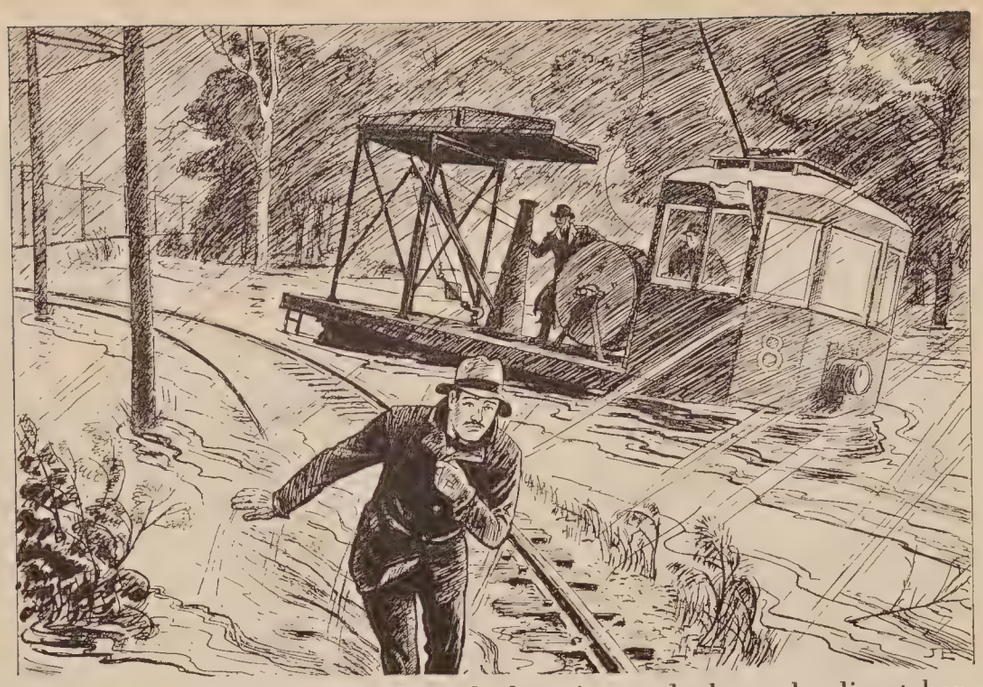
Number	Builder	Date	Cylinders	Drivers	Engine Weight	Tractive Effort	Steam Pressure	
			0-4-0T (Tank) Type					
11	Leeds[2]	1874[3]	8x10	36				
			4-4-0 (American) Type					
24								S
			0-6-0 (Switcher) Type					
3	Davenport[5]	1911	17x24	50	94,000	21,220	180	S
			2-6-2 (Prairie) Type					
4[6]	Baldwin	1908	20x24	48	156,000	27,200	160	S
5[6]	Baldwin	1908	20x24	48	156,000	27,200	160	S
			2-8-0 (Consolidation) Type					
51	Montreal	1913	19x28	57	160,000	30,000	180	S
52	Montreal	1913	19x28	57	160,000	30,000	180	S
53	Kingston	1914	22x28	57	188,000	36,300	180	S
54	Kingston	1914	22x28	57	188,000	36,300	180	S
55	Kingston	1914	22x28	57	188,000	36,300	180	S
56	Kingston	1914	22x28	57	188,000	36,300	180	S
			2-8-2 (Mikado) Type					
57	Kingston	1920	22x28	51	212,000	43,000	190	S
58	Kingston	1920	22x28	51	212,000	43,000	190	
59	Kingston	1920	22x28	51	212,000	43,000	190	
160	Kingston	1945	20x30	57	227,000	38,000	225	
161	Kingston	1945	20x30	57	227,000	38,000	225	S
162	Kingston	1947	20x30	57	227,000	38,000	225	
163	Kingston	1947	20x30	57	227,000	38,000	225	

[1]Once a coal-hauler named **Nanaimo,** No. 3, she was sold in 1905 to Ladysmith Lumber Co., sold again about 1912 to Howe Sound & Northern, renumbered 1, and finally taken over by PGE. She is said to be in ruins in the bush country north of Quesnel to this day.
[2]Manning Wardle of Leeds, England, was probably her builder. [3]Or 1877.
[4]Owned originally by Howe Sound & Northern. [5]Davenport Locomotive Works, Davenport, Ia.
[6]From A. Callan, Portland, Ore., Bureau of Spruce Prod. UASRe.
S following an entry indicates the locomotive has been scrapped.

Diesel-Electric Locomotives

551	GE	1948	6-9x10½	33	130,000	32,500	550 hp.
552-557	GE	1948-'50	6-9x10½	36	139,000	41,300	660 hp.
561-572	MLW	1951-'54	12-9x10½	40	249,700	60,000	1600 hp.

All PGE diesels are B-B type. No. 551 was sold, July, 1951, to Jameson Construction Co., Prince George. This roster was compiled on the basis of reports from J. Frost, master mechanic, PGE; and Ernie Plant, Vancouver, B. C. Mr. Plant also supplied the four small photos.



I floundered along the track through the rain to telephone the dispatcher.

HIRED, MIRED, AND FIRED

That Day I Dumped the North Jersey Rapid Transit's One and Only Work Car into a Ditch was not the Only Time I Got Canned

a true tale by E. JAY QUINBY

COMPARED with the wrecks that other railroads have had, and even with the few we'd had on the North Jersey Rapid Transit line, the mishap I was involved in was about as harmless as you could imagine—the car getting derailed at speed, landing clear off the line, right side up, without breaking the smallest part of the equipment. Nobody even got hurt, but the Boss got mad and I got fired. I had learned not to take this too seriously though. I had been through it before, and I was to go through it again before the last wheels turned on the NJRT.

Being fired was a sort of punishment for the sake of discipline and there always seemed to be a bright future ahead of us if we indicated that we had learned our lesson.

While we were serving our sentence (off the payroll), we suffered the cruelest of wise-cracking criticism from our more fortunate comrades who had managed to keep out of trouble. The money we lost during our banishment was hardly equal to the embarrassment we experienced. To be chased off the lot by the righteously indignant George Jackson, Superintendent, and to have his blistering pronunciations ring in our ears through the weeks we were given in which to think it over, was quite enough to redden the face of the most hard-boiled and experienced rail. "Get off the property and never come back, you damned stupid lunkhead!" I wasn't the first to hear that vitriolic phrase, nor the last.

The exception to the NJRT policy of giving offenders another chance after serving out such a sentence was the permanent banishment for passing a red signal. We all understood the seriousness of this crime. Having had one disastrous head-on collision, which threw the company into receivership, we all agreed that there should never be a second. Passing a red block was as good as attempted murder, as far as we were concerned, and that was why "Old Man" O'Reilly lost his job with us, but permanently.

O'Reilly came to us from the Susquehanna Railroad, where he had been a steam hogger. We learned afterward that he had been fired for violating Rule G, but we didn't know about that at the time. He was obviously an experienced rail, knew his book of rules forward and backward, and took pride in his job. At the end of each trip, he would walk up one side of his multiple-unit train and down the other, feeling all the journal boxes with the back of his hand. He kept all the wood-work in his vestibule gleaming with furniture polish,

and shined up all the brass controls and the air-gage. He even climbed up on the roof of his cars and polished the whistles. The carbons of his arc-headlights were meticulously trimmed, and their aluminum reflectors gleamed like mirrors. He even cleaned up and polished his conductor's oil markers so that they looked as though they had just come from the factory. Sometimes we used to swipe his set, substituting a pair of sooty, weather-beaten lamps, but O'Reilly seemed to enjoy the process of rejuvenating such filthy equipment. He lived and breathed his railroad.

That's why we were all so sorry when he was taken off his run one summer day. He had gone by a red block, and his conductor had stopped him, just in time to avoid a nasty corn-field meet. We never did find out who reported him—maybe one of the passengers—but the Boss got the news, and O'Reilly got the sack. He turned in his stuff, collected his pay, and went home to his furnished room in Paterson. Next day, we read in the paper that he had turned on the gas in his bedroom. Why hadn't he killed himself when he got canned on the Susquehanna? Maybe because, like the rest of us who worked there, he loved the NJRT, and prized his job more highly.

WHEN the regular traffic reduction occurred late each fall, it was always necessary for the Boss to pick those who were to stay, and those who would have to be laid off. Jackson didn't relish making this choice. For days he would shut himself up in his office, amid clouds of pipe smoke, to work out the problem. He wouldn't speak to anyone during that period, and we knew better than to disturb him. Then, having posted the results of his deliberations on the Bulletin Board, he would go around and shake hands with those who were getting laid off. He would tell them, "Come back next spring. We'll have a job for you then." And they would go away, dejected, but with no hard feelings, for everyone knew it was unavoidable. The best men deserved to be kept on through the lean winter months, when bucking snow, fighting sleet, and making line repairs in zero weather required the most experienced hands.

North Jersey Rapid Transit cars sometimes used to race Erie locomotives into Suffern, N. Y. Above, 10 and 12 at Paterson, N. J., back in 1912.

When the breath of spring was again in the air, the "boys" who had been laid off would return with the robins, and we would have a happy reunion all around. If some showed up a little too early, the Boss would give them something to do around the line, painting the cars and stations, switch-targets and steel bridges. Those who came trailing in after the line got pretty busy later on in the season, Jackson greeted with, "It's about time you came back. Where the hell have you been?"

One year when I migrated back to the NJRT with the rest of the summer gang, I fell victim to the temptation offered by certain enthusiastic passengers who enjoyed the impromptu races along the northern end of the line between our electric trains and the Erie's steam commuter trains. Each evening, at just about the same moment we pulled into the Waldwick, New Jersey, siding for our meet with the southbound NJRT train, the Erie's 5:15 P.M commuter train out of Jersey City, No. 926, would also pull into Waldwick, with Harvey Springstead at the throttle. The 926 was a sleek ten-wheeler with a red-spot on the number plate at the front of her boiler and Harvey's name set forth in gold leaf on the side of her cab. If my meet showed up promptly, I could get away at approximately the same time as Harvey, and the race would be on.

From Waldwick to Suffern, New York, the two lines ran generally parallel, swinging away from each other here and there with the dense

(Continued on page 54)

E. J. Quinby, president of the 2-mile Branford Electric Ry., Short Beach, Conn., a fan outfit operating more than 30 trolley cars.

Under New York's 9th Ave. El at Gansevoort St. once ran the 9th Ave.-Fulton St.-Broadway Line.

TRANSIT TOPICS

by STEVE MAGUIRE

Steve Maguire

CLEVELAND'S new rapid transit system ought to start busting out all over any day now. Clevelanders have been talking about rapid transit for nearly forty years, but, except for the Van Sweringen's line to the suburb of Shaker Heights, they never did much about it—until recently. Now, a new system is nearing completion, at a cost of $30,000,000, which promises to provide, at last, the rapid transit service the city has long needed. The East Side branch should be in operation by the time you read this, and the West Side by June, at which time work will be started on the West Side extension to 143rd St. and Lorain in the fast-developing southwestern area.

Running-time to and from town is expected to be cut by more than half. Windemere Station, the line's terminal in East Cleveland, is eight miles from Public Square, heart of downtown Cleveland. During rush hours, local buses currently make the run in forty-three minutes, and expresses do it in thirty-four; during non-rush hours the runs are 2 or 3 minutes faster. The new rapid transit, however, will take only 19 minutes for the run—at any time of day. The run from the western terminal at Madison & W. 117th St. to Public Square now takes buses 29 minutes. The rapid transit will do it in 12.

Cars began arriving last September at the Nickel Plate's E. 55th St. yards. Built by the St. Louis Car Co., the cars, the Cleveland *Plain Dealer* reports, are in the care of Nickel Plate policeman Harry Fife, who was a motorman for Pittsburgh Street Railways more than forty years ago. Harry went to work for the company as a motorman at the turn of the century during the heyday of the interurbans. His reputation was so good that when the president of the company bought a private car, Harry was assigned to run it. The body of the car alone cost $38,000, which in those days was really a lot of money, but she could run at a speed of 75 miles an hour, and did, regularly.

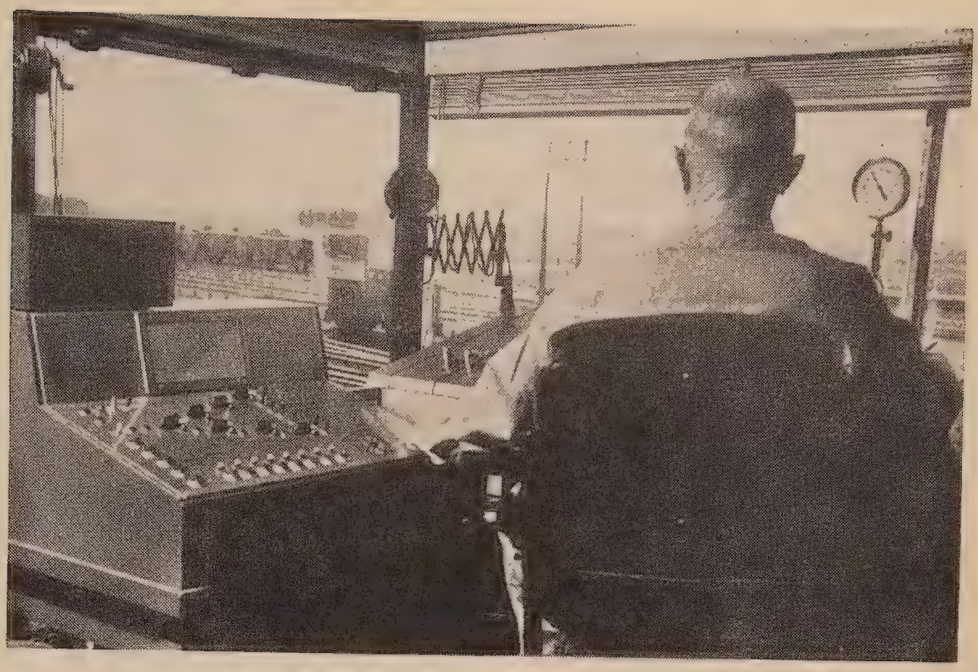
The new CTS cars in Harry's care have a top speed of only 50 miles an hour, but they're still pretty svelte babies. Each has a separate booth for the motorman, with buttons to work the doors, and the sort of controller handle that has been standard on street railways for years. Doors are wide and platform height, making possible the 10-second stops that mean the difference between rapid-transit and streetcar operation.

Outside, the cars are painted blue above the window-sill line and silver below. Trucks, wheels, and brake rigging are gray, the anti-climbers red, and the crane grips white.

(Continued on page 56)

Electronic Yardmaster

Robot Devices Are Gradually Taking the Element of Chance Out of Railroading



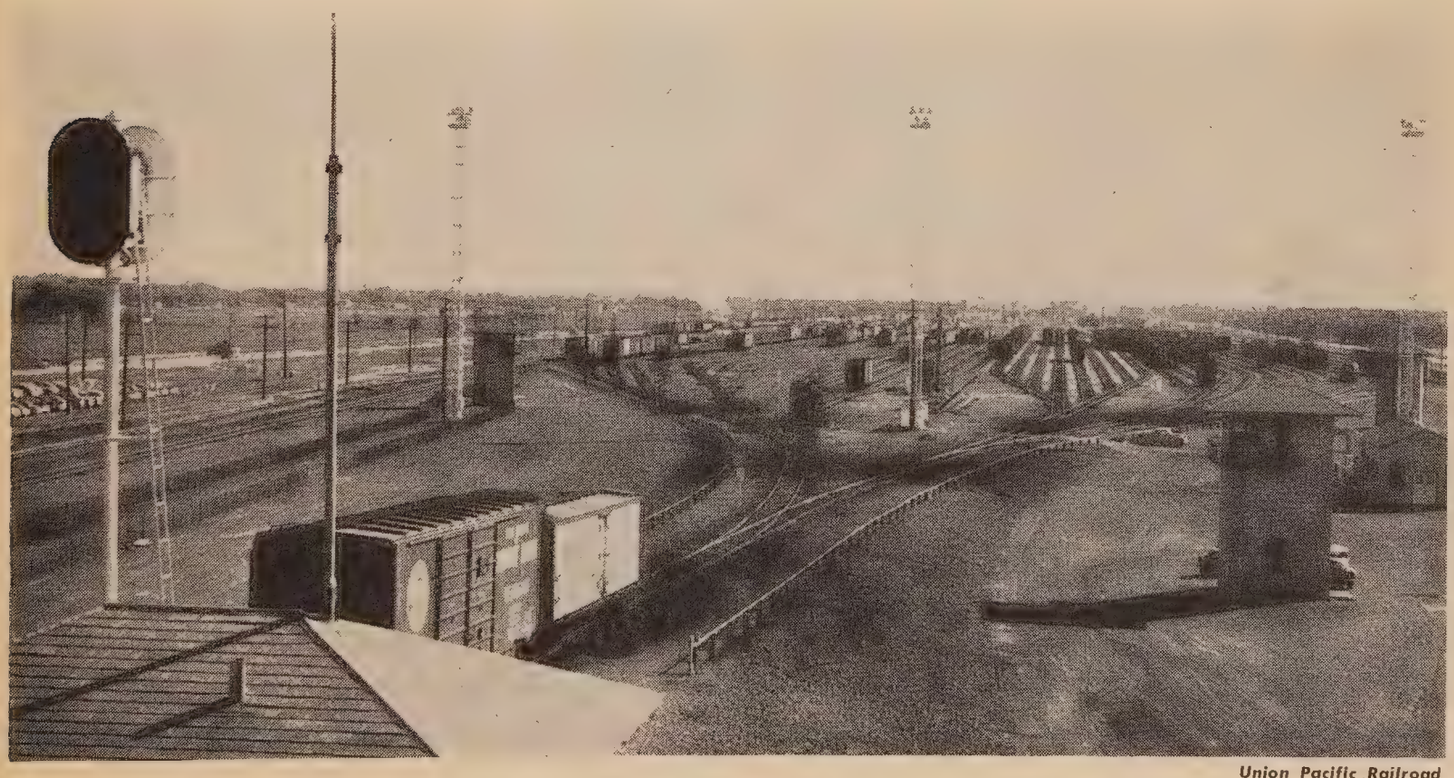
Operator in UP tower faces conventional retarder and switching control panels, with "electronic yardmaster" console within reach of his left hand.

RAILROADING HISTORY is being made in Union Pacific's vast retarder yards at North Platte, Nebraska. There, a new electronic freight-car switcher and coupler called the "Electronic Yardmaster" has recently been installed, which the experts are calling, "A major advancement in push-button railroading," and it may well prove to be just that.

Ordinarily, when long strings of freight cars are dispersed, sorted, and reassembled into trains, the cars are uncoupled one by one, nudged over the hump, and allowed to coast "free" down the spreading fan-shaped tracks of the classification yards. The speed of the car depends upon the steepness of the incline, and the amount of pressure the retarder operator decides will have to be applied to them in the retarders to set the cars right on the spot where they belong.

If the operator guesses wrong, the

(Continued on page 51)



Union Pacific Railroad

Union Pacific's retarder yard at North Platte, Neb., now controls switching and speeds automatically on 8 of the 42 tracks. System will be extended to include the rest of the yard also.

Plywood

EMPIRE ROUTE

HOWE THROUGH TRUSS BRIDGE

by PAUL N. WHITE

Chicago, Rock Island & Pacific Railroad

The Rock Island's eight-span truss bridge over the Red River in Oklahoma.

THE LAST STRUCTURE of importance, at least in size, on the Plywood Empire Route is the through truss bridge using the old Howe truss. This unusual-looking bridge, built with a very sharp skew at both ends, is a rarity indeed. You'll find very few on layouts throughout the country for the simple reason that you find very few in prototype. At least I had trouble finding one suitable for model-making purposes.

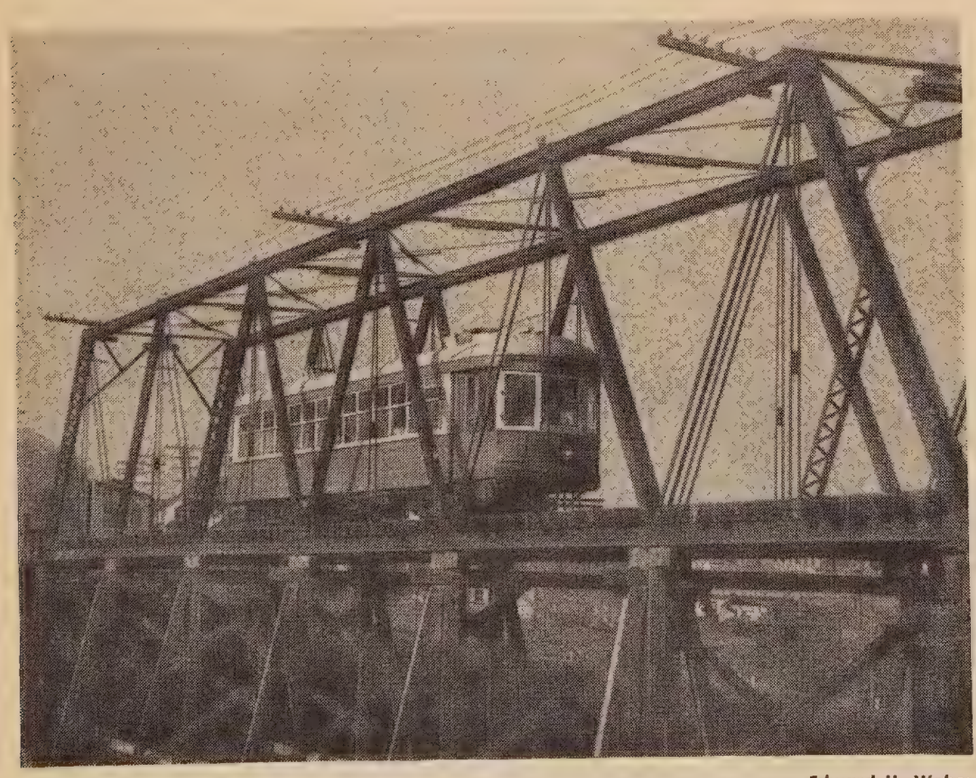
As a matter of fact, this one wasn't built from prototype either. But all structural data was taken from R. G. Kann's famous treatise on Bridges and Trestles published at a nominal charge by Model Structures Company of Santa Cruz, Calif. It's a good source of information to have around when you need it.

The Howe truss is one which uses vertical tension members and diagonal compression members and was one of the most popular types constructed during the days when wood was commonly used in construction.

In making this model we used stripwood for all compression members and copper wire for the tension members. Like the other bridges covered in these articles this one, too, is made strictly for looks and is not prototypically complete, because the bridge is designed to be removed so that the dust cover could be fastened into place. In prototype, cross-members tie the bridge together at the two bottom chords underneath the trackwork and ties.

It would be possible to build the bridge complete, making it removable with a section of track. But this calls for a major piece of careful fitting, and there's always the tendency for the rails to move slightly out of line or jam. Besides, few people (except those acquainted with bridge construction) will notice the omission.

In order to simplify material requirements I have numbered the various parts and listed their sizes below. I cannot recommend Northeastern's Scale Lumber too highly for accuracy of dimensions and quality of wood and finish.



Edward H. Weber

Tension members, characteristic of Howe Truss, are plainly visible in the Dry River Bridge of Lehigh Valley Transit, Northampton, Pa.

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Part No.	Part	Quantity	Dimensions
1	Top chord	2	5/32" x 3/8"
2	Bottom chord	2	3/16" x 3/8"
3	End member	4	5/32" x 3/8"
4	Diagonal	4	3/32" x 1/16"
5	"	8	5/32" x 5/32"
6	"	4	3/32" x 1/16"
7	"	8	5/32" x 1/8"
8	"	4	3/32" x 1/8"
9	"	8	3/32" x 1/8"
10	Footer	4	1/4" x 3/16"
	Miscellaneous bracing	—	3/32" x 5/32"

The easiest and most accurate way to build the bridge is to make a pencil drawing to actual dimensions given (HO scale) and use your sketch as a "building jig" by placing the sketch on a flat wood board, covering it with a sheet of waxed paper, and thumbtacking everything into place. By measuring the wood strips right from the drawing, cutting them, and gluing pieces together right on the waxed paper you get an exact replica of your drawing. The wax paper prevents cement from sticking to the sketch; small weights are used to hold the various members in place until the cement sets.

First cut the upper and lower chords to size, 1 and 2 in Fig. 3, and fasten to the drawing with brads or bank pins. These chords can be made in one piece and scribed to represent laminated strips; or four pieces of wood can be cemented together. At any rate don't overlook this detail as laminated chords look very realistic. Cut end members, 3, to size, cement these between upper and lower chords, and hold in place with weights.

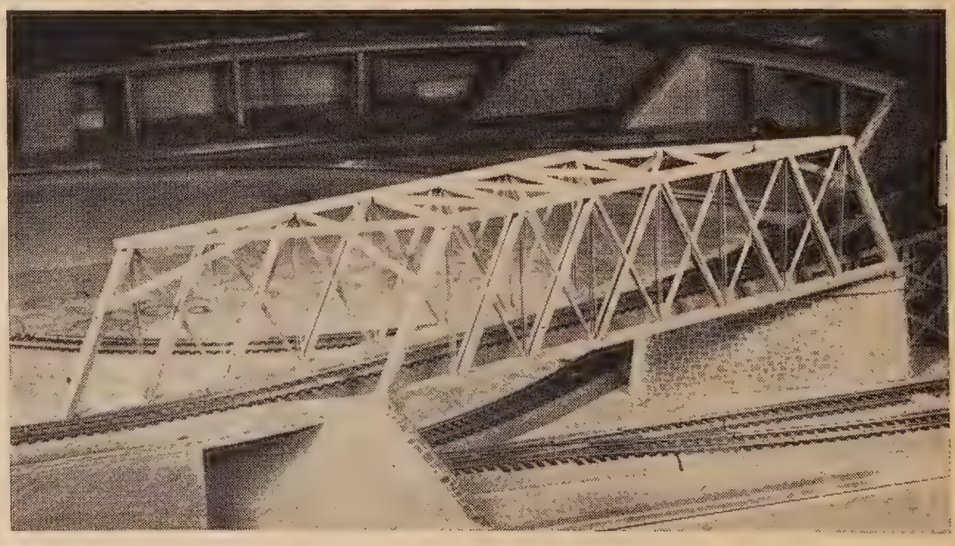
Note that in section A-A there are three diagonal braces in each bay, two on the outside and one on the inside. For example, there are two 7's with a 6 between them; two 5's with a 4 between them, and so on. The sum of the two outside diagonals and the one middle diagonal always adds up to 3/8 of an inch. Carefully cut all diagonals to length by setting the stripwood on the drawing and marking off the angles. Now cement these into place between the chords, using small bits of wood of the correct thickness at each end in order to insure correct spacing. After the cement has set thoroughly, carefully remove the truss from the jig and reinforce all cemented joints with additional drops by applying them with a toothpick. Finally, repeat above procedure and make a second truss exactly like the first one.

TENSION RODS can be made of No. 20 copper wire or fine brass rod. If you use wire, strip off the insulation and cut enough pieces 3" longer than necessary. Next fasten an end of each piece in a vise, and with pliers, give a sharp pull so that it stretches slightly. When removed the wire will be perfectly straight. Note location of wires on Fig. 2 as indicated by 3 dots at each vertical member. Drill holes at these dots, in the upper and lower chords, so that wires can be inserted with a push fit. Continue until all are in place. Plastic nut-and-washer dummy assemblies can be purchased at your hobby store and will add greatly to the bridge detail when cemented into place. Cut the footers from 3/16 x 1/4-inch strips and cement to bottom of chords. Cut on angle at one end as shown in Fig. 3.

When assembled the trusses are skewed to an angle of 30 degrees. Using

Trackwork framed by sharp angles of the bridge has life-like realism.

Vertical rods are typical of Howe truss. Trackside walk can be built.



Side view. Switch in foreground diverts traffic to upper level track.

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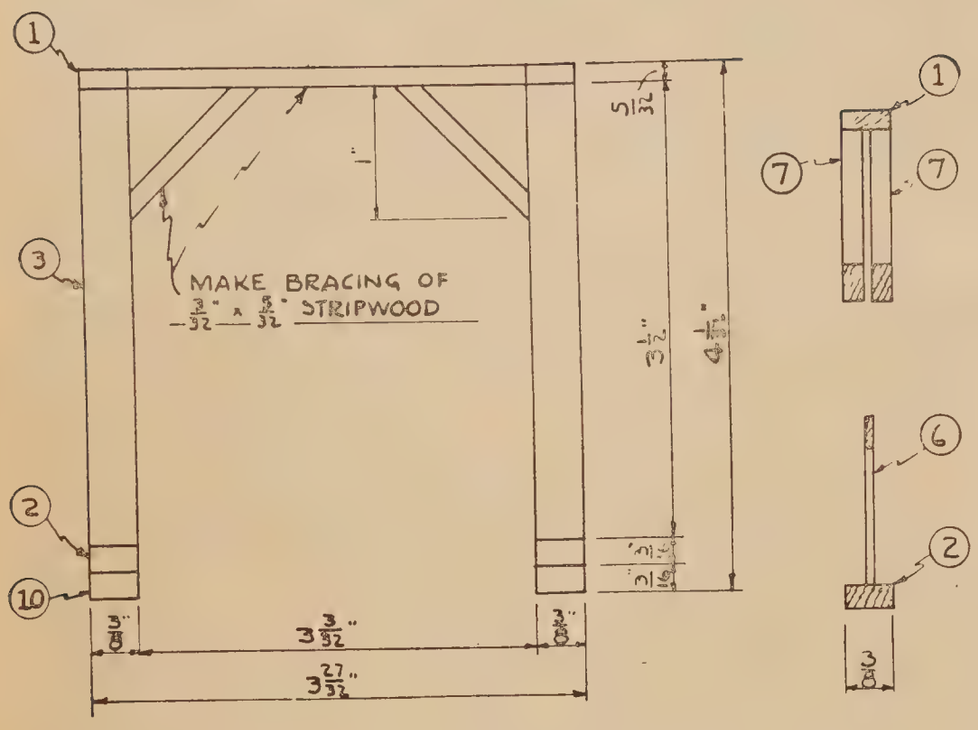


Fig. 1. End view. Trusses fit abutment. (Above, right.) Section AA.

small brads, fasten trusses top-side down to a flat wood surface so that the inside surfaces of the chords are 3 3/32 inches apart, Fig. 1. Note that the ends of the trusses which have been cut at a diagonal are those which will fit on the abutment described in a previous chapter. Cut all top-bracing members out of 3/32 x 5/32-inch stripwood; the pieces that run at right angles to the chords will measure 3 3/32 inches long and should be installed first. All other bracing members should be cut to fit the job and cemented into place. Finally, cut and install end-bracing pieces as shown in end view, Fig. 1. Your truss is now completed and ready for painting.

To paint a structure such as this by hand is a very tedious job and, if possible, should be done with an air brush. Flat black would be the first choice color to use. A weathered appearance can be obtained by diluting flat black with turpentine.

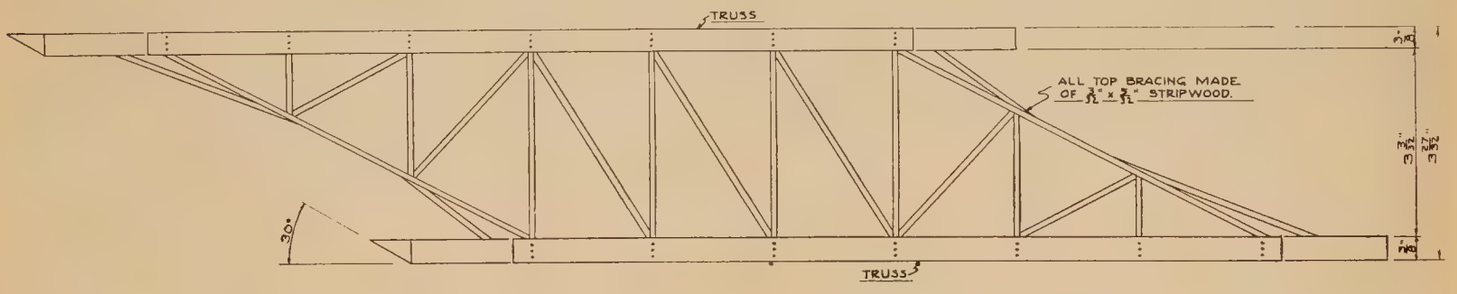


Fig. 2. Top view (above) showing bracing. Three dots at each vertical member (below) indicate location of wires.

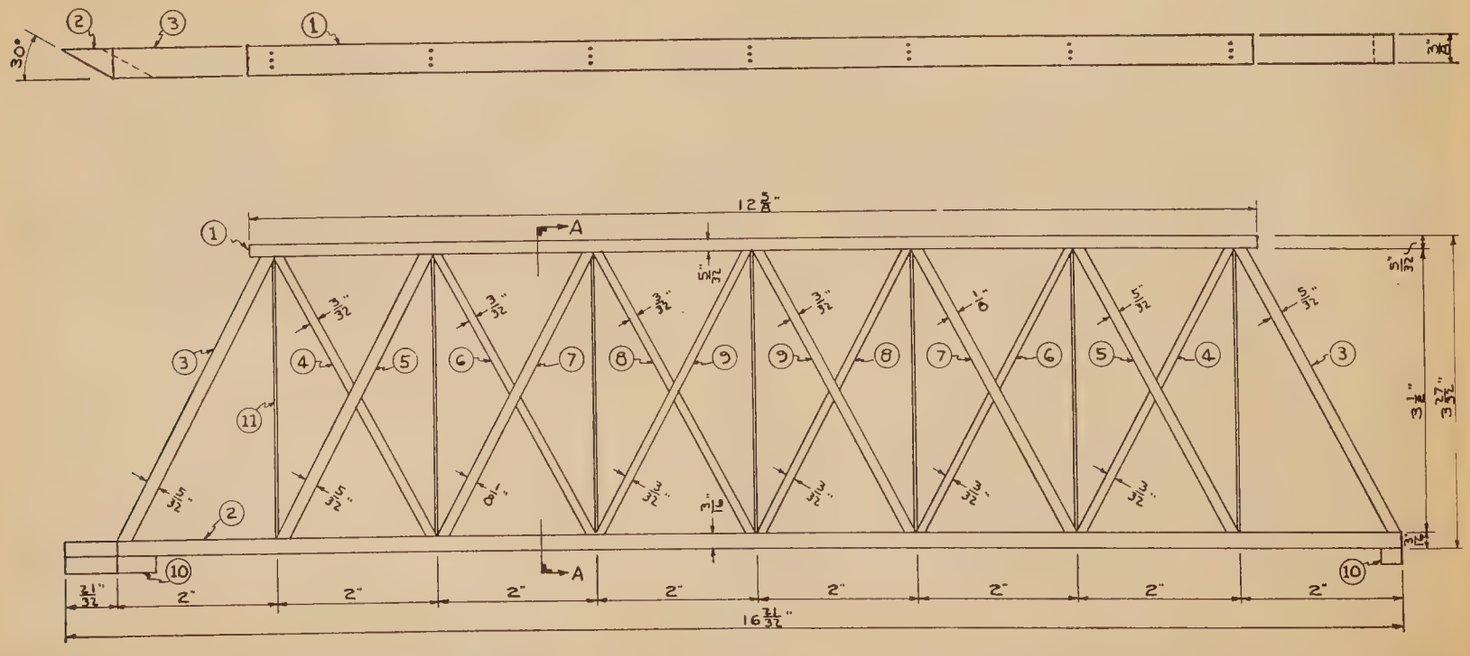


Fig. 3. Side view. Enlarge drawing to actual size, using it as a "building jig," and construct two trusses.

ONE-MAN RAILROAD

(Continued from page 23)

But in 1919 the Bathurst Power & Paper Company picked Grand Falls for power turbines. The rails were put back and the first of the odd "locomotives" was built. Three years later Lebreton, then a young lumberjack, took over.

Oddly enough, on the company's books, he is not employed as trainman but a lineman. That's because one of his chores is to keep high-tension wires humming. The wires run beside the tracks from generators located at Grand Falls.

He'll never forget the day he was up a pole talking over his portable telephone. An unexpected sound startled him. He recognized the increasing roar, and yelled: "Hold the line! I hear a train and it ain't mine."

He scrambled down the pole and into his train, parked below. Just then two flatcars came sizzling around a bend toward him.

Back at Grand Falls a woods gang, including his own brother Fred, had loaded the two cars with big cedar poles and sent them coasting down the long slope to Chainey Rocks, three miles away, figuring on a clear track.

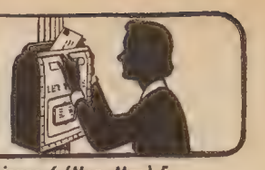
Linc raced the flatcars. They were only fifty feet behind when he hit the upgrade past Chainey Rocks. The big fellow looked around. He saw the enemy stop and then start rolling back.

"What did I do? I kept right on going to the end of the line."

Winter is pretty much like any other season except that salmon fishermen aren't riding with him and he has to make a few adjustments. For example, to cut ice, he adds a smaller rim on the front wheels of his jitney. For deeper snow, he hitches his plow on ahead, and he often carries several drums of gasoline for ballast.

Maybe the boom won't last. Already, a highway is being built to serve the mine areas more directly than the NNB&S can. And when the big tonnages of ore start moving, the short line will probably be swallowed up and Linc Lebreton will take his first vacation. ●

OPPORTUNITIES FOR EVERYBODY



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household WOMAN With Spare Time to try our food and MAN OR products, at home, and supply neighbors. Make good money. Big box of full-size products sent on Free Trial. Blair, Dept. 155NC, Lynchburg, Va.

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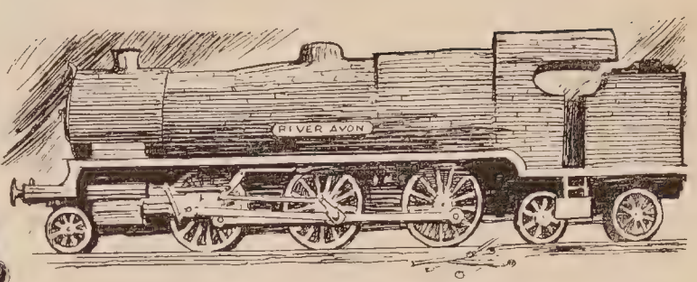
MORE CLASSIFIED ON FOLLOWING PAGE

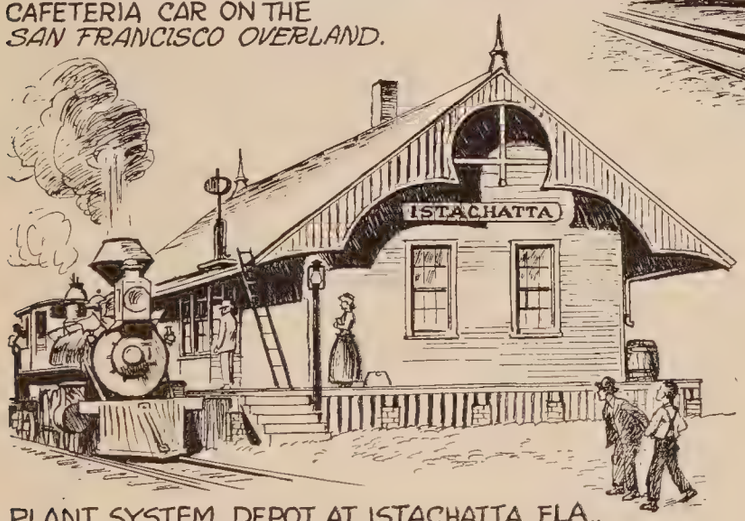
Along the Iron Pike by Joe Easley

SOUTHERN PACIFIC'S LATEST EXPERIMENT IN FOOD SERVICE IS HAMBURGER GRILL CAFETERIA CAR ON THE *SAN FRANCISCO OVERLAND.*

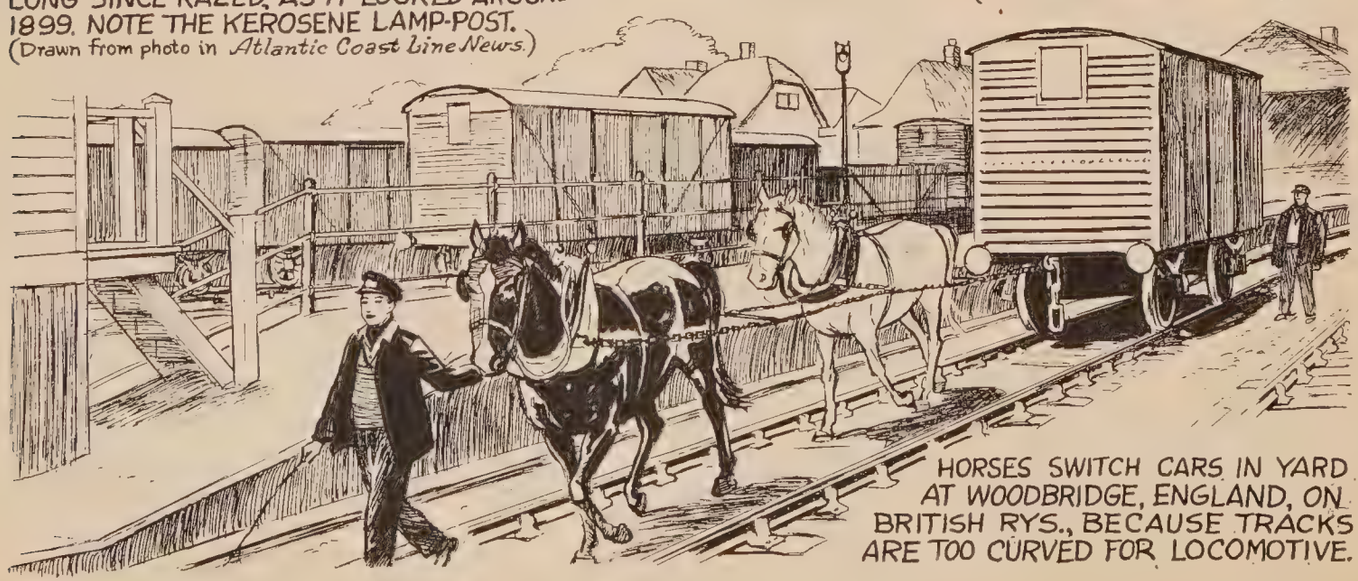


MODEL OF BRITISH LOCOMOTIVE *RIVER AVON*, MADE OF 3200 MATCH STICKS BY D. JAKES, OF BUCKINGHAMSHIRE, ENGLAND, HAS REVOLVING WHEELS AND CONNECTING RODS THAT MOVE. (from Lu Cummings, Jr., Lancaster, Pa.)

HARLAND JONES, 81, MARRIED A MIDDLE-AGED WIDOW A FEW MONTHS AGO. HE MAY RETIRE SOON FROM JOB AS RIO GRANDE AGENT AT EUREKA, UTAH. (from *Rio Grande Green Light.*)



PLANT SYSTEM DEPOT AT ISTACHATTA, FLA., LONG SINCE RAZED, AS IT LOOKED AROUND 1899. NOTE THE KEROSENE LAMP-POST. (Drawn from photo in *Atlantic Coast Line News.*)



HORSES SWITCH CARS IN YARD AT WOODBRIDGE, ENGLAND, ON BRITISH RYS., BECAUSE TRACKS ARE TOO CURVED FOR LOCOMOTIVE.

YARDMASTER

(Continued from page 43)

car may pile up with a crash into trains already made up and damage both cars and cargoes pretty badly. It happens more often than anybody likes. As a matter of fact, a large part of the $111,400,000 the American railroads paid last year in freight loss and damage claims result from just such errors in judgment.

The new Electronic Yardmaster, an outgrowth of wartime electronic developments used in guided missiles, eliminates such errors. With lightning-swift speed and with complete accuracy, it calculates the speed of the moving cars, applies the retarder brakes, bringing it to its coupling point as gently as a baby. UP expects it will virtually eliminate impact damage to boxcar lading in the retarder yards, with a saving of millions of dollars in rolling equipment maintenance and freight damage claims.

In the new system, the Yardmaster takes over as soon as the cars are pushed over the hump. As they roll down the incline toward the retarder, their individual speeds are fed to an electronic brain. At the same time, another electronic device, similar to those used on range-finding equipment in World War II, computes the distance the car has to roll in order to couple with other cars standing on the classification tracks—a distance that may range anywhere from a few hundred feet to two-thirds of a mile. When the car first enters the series of electro-pneumatic car retarders, a radar speed meter—a device similar to those used in some cities to apprehend speed-limit violators—measures its velocity and decides at what speed the car must be released to reach its coupling point.

With this data to work from, the electronic brain figures the exact braking pressure necessary to permit the car to roll free and couple at no more than three miles an hour. The retarder control system automatically takes care of this as soon as it gets the word from the brain. The brain, by the way, has a phenomenal memory, by human standards—it can retain simultaneously the routing instructions for one hundred cars.

All in all, the system is rather like being told to apply the brakes on your car for a moment with such pressure that you could release them and coast for just six city blocks, say, no more and no less.

As the retarder track fills up with coupled cars, the system shortens its range, and releases cars accordingly to compensate for the shortened distance. All the control tower operator need do now is select the track for which the cars are destined by pushing the proper buttons before the freight train is pushed over the hump.

While the pilot system now in use provides routing only for eight tracks, before UP is through, all forty-two tracks in the yard will have automatic controls. And in a yard like this where as many as 4000 freight cars stream in during a twenty-four hour period from the long transcontinental trunk lines for dispersal and assembly into new trains, it should be a godsend.

Developed jointly by the Union Pacific and the Reeves Instrument Corporation after a year's research and experiment, the system is the first full train application of automatic switching and car retarding control ever used in any railroad freight classification yard. ●

ON NEXT MONTH'S WAYBILL

THE STEAM-TURBINE MAKES GOOD, by J. N. Moseley, Norfolk & Western test engineer. . . . HIS NAME IS A LOCOMOTIVE: the story of Rudolph Diesel and the engines he developed. . . . ON A SLOW TRAIN THROUGH ARKANSAW (fact article): a boomer brakeman wrote the news butchers' best-selling book. . . . RAILROADING WITH BILL RITTASE: some high-quality photos, mostly steam. . . . LOCOMOTIVE ROSTER of the Chicago, St. Paul, Minneapolis & Omaha. . . . plus a really beautiful color-photo of a train on the front cover, an E. Jay Quinby juice article, other features, true tales, fiction, and popular departments. . . .

(Note: No *Plywood Empire Route* next month. The one originally scheduled for April tells you how to build a model turntable. We've decided to save it for May issue, which will also carry a major feature on life-size turntables.

OPPORTUNITIES FOR EVERYBODY

EDUCATIONAL OPPORTUNITIES M-MR5

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$200.00 OR MORE paid by Advertisers for Children's Pictures for Calendars, Magazines (all ages). Wonderful opportunity for Your Child. Rush one small picture for approval. Returned 30 days. Print child's, parent's name and address on back. Spotlite, 5880-P3M Hollywood Blvd., Hollywood, Calif.

MORE CLASSIFIED ON PAGE 49

BEFORE THE DAYS

(Continued from page 33)

"Go ahead!" he instructed. "Blow your whistle and run slow!"

Engineer Lee picks up the story at this point. "As we rounded another curve I blew my whistle so loudly that I could not have heard the whistle of the approaching excursion. I shut off steam and let the train come in on its own impetus. Then I put on steam again to reach the next station, Dewey's Lane (now called Fellwick). We were making ten miles an hour. I saw the shadow of the other train's smoke on a curving embankment at Camp Hill.

"Reversing the *Aramingo,* I whistled 'Down brakes!' Our speed was reduced to about two miles an hour, but a collision was inevitable. My fireman and I leaped out of the cab just before the two iron monsters came together."

Mr. Lee, frozen with horror, watched the crash. Each locomotive weighed about 47,000 pounds. First the excursion engine climbed over the *Aramingo* with an ear-splitting din you could have heard for miles. Then the impact swung them around so that wheels of both engines met. Finally the *Aramingo* rolled over on one side and her boiler exploded.

The first five cars of the special were turned to kindling wood and twisted iron. It was a scene of frenzied horror.

"I found John Edwards, our baggage master, lying on the ground," Mr. Lee went on. "He had broken a leg in jumping. I carried him to a safe distance. Then I assisted a man who had lost one leg and had the other broken. I rendered first aid, but I don't think he lived long. Van was working nobly to assist the injured. There was a strained and tragic look in his eyes. He mumbled something to the effect that he was contemplating suicide."

JOHN BUTCHER, the fireman on the special, was hurled thirty feet into a pasture but not seriously hurt. His engineer, Henry Harrison, tried to jump and went to glory between his engine and tender.

Overhead, the hot July sun beat down from a molten-copper sky. Higher and higher the mercury climbed. There was not a single tree nearby to shade the groaning victims. But help was forthcoming.

Farm hands hoeing corn left their fields to lend a hand. They pried up the excursion engine and removed several bodies from underneath. They brought water from a nearby creek to quench the flames. Five excursion cars were completely destroyed by fire.

Nearly three hours after the collision, the Congress Engine & Hose Company dashed up from the neighboring community of Chestnut Hill. Their horses were in a lather from fast galloping, but arrived after the fire had already been reduced to smouldering embers. At about the same time, four doctors drove up in carriages.

The heroine of that disaster was Mrs. Mary Benjamin Ambler, a widow. Mrs. Ambler was the first person to reach the scene that day. She brought lint, bandages, and other surgical supplies. Also food and water. She toiled all day under the blazing sun, helping those who desperately needed aid, soothing and nursing the living, and easing the grim passage way of others through the fearsome gates of death.

Many victims she took into her own home, and there she cared for them until they were able to leave. Because of Mrs. Ambler's unselfish efforts, the railroad company changed the name of the nearby station to Ambler. And Ambler it is today, one of Philadelphia's smartest and most prosperous suburbs.

While the bodies were being removed, Coroner Delevau of Montgomery County summoned an inquest into the cause of the wreck. All the surviving members of the engine and train crews testified. Alfred F. Hoppel, a brakeman on the special train, stated:

"The excursion left Master Street at 5:09 A.M. Every few miles we had to stop on account of the track being wet with dew. When we reached Tacony grade we were delayed six or eight minutes by slippery track and an insufficient head of steam.

"At this place I got on the engine and told Engineer Harrison we could make Dewey's Lane, and after that I would see if we had sufficient steam to reach Fort Washington. We proceeded until we saw the down train approaching. Then Mr. Harrison reversed his engine and jumped. I jumped also. My watch said 6:18."

Conductor Hoppel admitted his excursion was more than fifteen minutes late.

"The time for the regular train to reach the station at Fort Washington is ten minutes before timetable time," he said. "From my understanding of the instructions, I supposed that, in consequence of our non-arrival, the down train would leave Fort Washington at 6:30. Otherwise I would not have run on."

The coroner's report exonerated Engineer Lee and Conductor Vanstavoren of the down train but censured Conductor Hoppel of the special for not waiting on the "sideling" and for speeding recklessly around a dangerous curve.

"At the moment of the collision," the report stated, "the regular train had nearly stopped, while the excursion was still moving at the rate of thirty miles an hour."

Newspapers and illustrated journals in various parts of the country used this wreck as a text for denouncing the "heartless" railroad companies. There were no Speed Graphics or press cars in those days, but staff artists were well endowed with a morbid imagination.

Leslie's Illustrated Weekly assigned an artist to the event. The lurid sketch appeared in the paper shortly afterward, together with a long account of the accident and freely expressed editorial opinions as to the responsibility for the wreck.

"That Mr. Vanstavoren felt guilty, or if innocent, was overwhelmed with despair, is evident from his committing suicide soon after his arrival in Philadelphia by swallowing arsenic," the account concluded on a moral note. •

NOSTALGIA

I WAS WALKING home to my lonely room
At the close of a summer's day,
When along came a string of cars
On the Belt Line across the way.
I was swept by a wave of yearning
For the rhythm of the wheels
Of a long, fast-moving freight train—
Ah, but you know how it feels!

I am cooped up in a city,
Bored, friendless, and getting by,
Tramping the endless pavements
To the roaring traffic's cry.
I sigh for the open spaces
And the rattle, bang, and clank
Of a redball manifest
Stopping at a water tank.

—*James C. Southcott*

Books of the Rails

Frank Donovan

GATEWAY TO THE NORTHWEST: The Story of the Minnesota Transfer Railway, by Frank P. Donovan, Jr., 114 W. 45th St., Minneapolis 9, Minn., 34 pages, paperbound 60c, clothbound $2.

A REPRINT in expanded form of an article which appeared originally in *Railroad Magazine* (May, 1954), this attractively produced pamphlet, containing 15 photos and two diagrams, details the operation, layout, history, and prospects of the fabulous St. Paul-Minneapolis Minnesota Transfer, serving nine railroads.

LITTLE ENGINES AND BIG MEN, by Gilbert A Lathrop, The Caxton Printers, Caldwell, Idaho, 325 pages, illustrated, $5.

HERE is the shape of an era in railroading that is gone forever. Filled with human interest and excitement, *Little Engines and Big Men* is a warm-blooded account of the men and women who built and operated Colorado's famous railroads—those great names in transportation history: the Denver & Rio Grande; the Denver, South Park & Pacific; the Florence & Cripple Creek, and the Colorado Midland.

Probably nobody is better qualified to record their story than Mr. Lathrop. The son of a D&RGW narrow-gage engineer, he grew up in a boxcar at Crested Butte, Colo., and later worked as fireman, brakeman, and conductor on those tiny coal-burning locomotives that peanut-whistled their way through the mile-deep canyons and over the above-timber-line passes of the Colorado Rockies.

But, as readers of Lathrop's stories and articles in *Railroad Magazine* would expect, the big men who kept the engines and their toy-sized cars running through blizzards and snowslides, cloudbursts and flood loom as important as the power they devoted their lives to—the Lew Lathrops, the Sam Montgomerys, the Mike O'Haras, and the Superintendent "Tige" Ridgeways. Our author brings them vividly alive.

CONTROVERSIAL MARK HOPKINS: The Great Swindle of American History, by Estelle Latta in collaboration with Mary L. Allison, Greenburg: Publisher, New York, 196 pages, $3.

ACCORDING to this book, Mark Hopkins, along with Leland Stanford, Charles Crocker, and Collis P. Huntington—founders of the Central (now Southern) Pacific Railroad—is not the man he was thought to have been, but rather two men, both bearing the same name and both officials of the railroad, rolled into one.

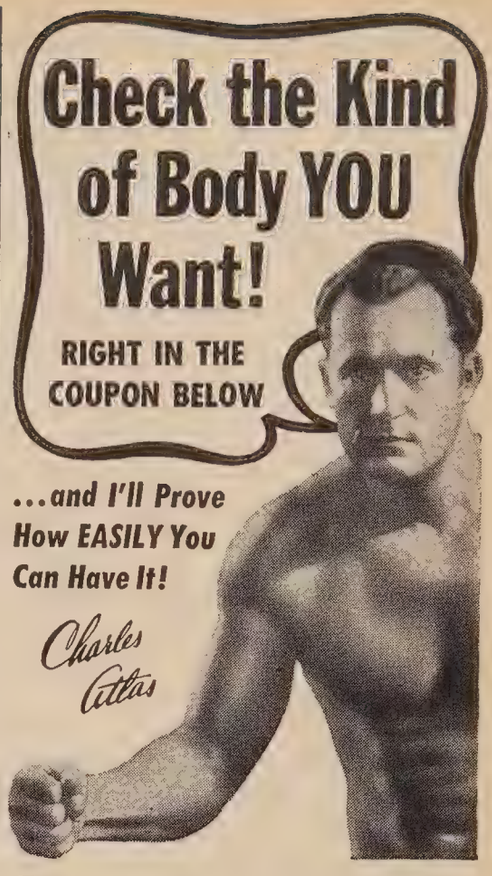
Not long before his death, Hopkins took into his home as "housekeeper" the widow of a minor CP official also named Mark Hopkins. Widow Hopkins had apparently been "ruined" by an affair with Mark's brother Moses, and Mark felt that the least he could do was offer the "fallen woman" a place where she could lay her head. When Mark died, the CP was apparently tottering on the verge of bankruptcy, and the division of his estate could have spelled disaster to the railroad. A fraud, engineered apparently by Stanford, Crocker, and Huntington, seemed necessary.

Widow Hopkins, who, after all, bore the same name as Hopkins and lived in the same house, succeeded in palming herself off as the multi-millionaire's widow. Brother Moses, a scapegrace, alcoholic, horse thief, and ne'erdowell from way back, found it more profitable to say nothing about the lady's fake identity than to maintain the family honor and risk losing a fortune. As a result, Hopkins' relatives back in North Carolina—Mrs. Latta is descended from them—never got a nickel of the estate.

The merits of Mrs. Latta's theory we are not qualified to judge. Certainly she is more prone to conjecture than most historians would dare to be. But she does seem to have raised a pointed question. Whether truth or wishful-thinking, *Controversial Mark Hopkins* is an interesting piece of historical detective work, and a fascinating sidelight on a great era in railroading.

HOW I BECAME AN ENGINE DRIVER, by Norman McKillop, Thomas Nelson & Sons, Ltd., New York, 116 pages, illustrated, $1.25.

THIS BOOK is an account not only of how the author became an engine



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driver (British for *engineer)* but also of how you could become one. It's a pleasant story, with the smell of steam and smoke and oil waste on every page.

McKillop pretends you're a green kid and, in that old-time English trade-guild fashion, teaches you the ropes, step by step, job by job. You're not always very bright and you sometimes make mistakes, but you learn more about an engine sometimes by being wrong than being right. Before you're through, you've got a pretty good idea of what railroading is like in England or anywhere.

The atmosphere and terminology are English, but McKillop's love of locomotive knows no nationality.

BULLETIN NO. 90, The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass.; 183 pages, to members $2, to non-members $3.

THE LATEST RLHS *Bulletin* contains the second part of Charles E. Fisher's article on Pennsylvania steam locomotives, the third part of Fred Jukes' series on valve gears—this one devoted to the Walschaerts principle and the Stevart gears—a record of the locomotives of the Rutland and its subsidiary lines as well as of the Adirondack & St. Lawrence and the St. Lawrence & Adirondack.

J. Harold Kiracofe contributes an article on the Bucklen Line—a short road absorbed by the Lake Shore & Michigan Southern—Gordon Lindsay an account of the Memphis & Charleston, and A. W. Newton a paper on the first depot in Aurora, Ill.

Assorted other papers round out the issue, which is well illustrated with photos and diagrams—a good reference volume for any railroad library. •

HIRED, MIRED AND FIRED

(Continued from page 41)

woodlands in between. Now and then we would catch glimpses of each other through breaks in the forest growth. Most of the time we would see nothing of Harvey's train except the smoke above the forest which served as a clue to his progress.

Of course, there was the annoying matter of having to stop here and there to discharge or pick up passengers. In this, our quicker deceleration and acceleration gave us the advantage over the heavier steam train. We had more stops to make than the Erie train, though, which largely evened things up. We had complete cooperation on the part of our passengers. Those who had to interrupt our flight by alighting did so with dispatch, even hopping off before we rolled to a complete stop so that my Conductor could give me a prompt proceed signal. Passengers who wanted to board our train, but who failed to appreciate our haste, became the targets of gibes and cat-calls from those passengers already on board. "Come on, Grandpa," they would urge some relatively young man, "let's go," and he would get unceremoniously yanked up and in by eager hands from the car steps.

One evening in June during one of these races Harvey was well up ahead of us along the stretch between Ramsey and Mahwah. For the moment, the intervening woods obscured our view of Harvey's train, but we could see his smoke to the north. My two-car train had fallen behind, on an upgrade at a point where the Erie was practically level. Having topped the grade, we lunged downward and gathered speed for the dash which should have permitted us to catch him before he reached Mahwah. With full power on, our speed increased to well over sixty as I blew for the Spring Street station at the bottom of the grade.

Fortunately, we had no passengers to discharge at that station, and none were in sight there to necessitate a stop. The gang had been cheering and hollering at the commuters on the Erie train through the open windows and signalling a few customary wagers back and forth on the outcome of the race to Suffern. Just as we were bearing down on the station, a figure jumped out and began waving something at us. It was too late to stop considering our speed, and if I were going to pick up this passenger at all, I would have to stop far beyond the station and then to back up for her. The delay involved would certainly have lost the race for us.

Most of my passengers began yelling, "Keep going. Let her wait for the next train. Don't stop now!" And that is exactly what I did. As we tore past that elderly lady, she wig-wagged frantically with her parasol. My passengers waved facetiously back at her, laughing as the poor soul was enveloped in the yellow cyclone of dry dust and sand in our wake.

We won the race to Suffern, but it cost me my job. With righteous indignation, that Spring Street spinster telephoned the Boss and gave him all the details, and the Boss gave me the bounce.

THE NEXT FEW WEEKS I hung around the Ho-Ho-Kus car barn, playing checkers with the Boss in the shade outside his office, where he could listen for the phone. Then, one day when he had answered the phone and returned to our checkers game, he took a couple of puffs on his pipe and announced, "We've got a little trouble up at Cragmere. Would you like to take the Work Car up there and give us a hand?" Of course that was just the sort of opportunity for which I had been waiting. "But," he admonished, "this is just a temporary job—for one day only. Remember that!"

It was a derailment at No. 8 switch, and we got it cleaned up in record time. Though nothing was even said about it, I found myself back on the payroll, and back on my run. Jackson was like that. He could get awfully mad, but he could never *stay* mad for very long, God rest his soul.

Then came that memorable July deluge. It had been raining cats and dogs for days, and the Ho-Ho-Kus Creek was up and over its banks, flooding fields and creating vast lakes where dry land had always been. The NJRT tracks were under water in spots, and we crawled cautiously through such areas. Resistance grids steamed, motors flashed-over and third-rail shoes (for operating block signals) grounded out. Our own shoes grew green with mold, and the Ho-Ho-Kus Headquarters reeked of steam from our work clothes, draped over the shop boiler. Some of the cars developed shorts and grounds which

forced them out of service. The Boss became glum as the weather. Then a toppling tree pulled down some of our signal wires near Glen Rock, and I got called to go down there with the Work Car and a line crew and repaint.

We had orders to go into clear at the Glen Rock siding for Hank Campbell on the northbound regular. We got held up for a few minutes at Ridgewood by a motor-truck with a broken axle right on the crossing. By the time we got it pushed aside, we were on short time for our meet, so I gave the heavy Work Car all she would take.

Under the circumstances, this was a mistake, for the roadbed was like marshmallow along the banks of the creek. We hit a super-elevated curve, and the next thing I knew we were off the track, but *completely*. It all happened so quickly and gently that it was hard to realize. Just a lurch, and then, *plop*, there we were, buried in thick sloppy mud up over the wheels. We were in sight of No. 3 switch, so I hurried down there to telephone the Dispatcher. The rain was coming down in torrents, and standing water concealed the ties for much of the distance.

I floundered along uncertainly, unable to direct my steps onto the ties. Half the time my feet sank into the soggy ballast between the ties, and I pitched onto my face a couple of times. Since I was already soaked to the skin, this didn't make me any wetter. At last I reached the switch, unlocked the phone box, and twirled the crank.

Pat Kennedy answered the phone, as usual. "So you're on the ground!" was his casual comment. "How many wheels?"

"*All* of 'em, and we're not on the ground, either. We're off the track, and up to our necks in mud." I answered.

"Well, you've sure got the south end tied up. It's good Hank is south of you, so he can run shuttle service from there to Paterson. When he phones from Glen Rock, I'll tell him to ease up to where you're stuck," was Pat's pronouncement.

"Tell him to come on through, Pat. We're in the clear. We made a good job of it. We're completely out of his way," I reassured him. After a few minutes, during which he evidently discussed the situation with Superintendent Jackson, Pat came back on the wire.

"O.K., Fella. We can't do nothing for you until the storm lets up. By the way, the Boss wants to see you. He says for you to come on up here with Hank."

When Hank showed up, I climbed in with him for the trip north to Ho-Ho-Kus. I showed him where to take it easy past the point where we had gone off. As he viewed the Work Car, up to her deck in mud, down in the ditch, he spoke in his Southern drawl, "How'd y'all get down in thar? Thet ain't no place t'be. Y'better put a plank in the seat of yer britches when y'go in to see the Boss." He was so right!

What the Boss told me on his damp carpet wasn't fit for print. Didn't he have enough trouble already, without my gumming up the show? Couldn't I have chosen something else, other than the line's one and only work car? Didn't I have enough brains to expect the roadbed to be soft, after a siege of such weather? Wasn't it about time I graduated from the amateur class? After these, and a few other searching questions, which for some reason I had trouble answering, he wound up with the grand climax I expected: "Get off the property, and never let me see your dumb face around here again!"

But soon I was back at work again.

How I'd like to hear him perform that inspiring recital right now. But, alas, George Jackson has passed to his rewards, and the North Jersey has disappeared from the scene, both distinct losses to the community.

The Work Car was the last to turn a wheel on the NJRT. I used it to carry a 35 mm. movie outfit over the line, so that I would have a permanent record of that swell pike. That was in 1929, when the dismantling job had already been started. One shot shows George Jackson viewing the Public Service Crane as it ripped up our rails. He had only one cryptic remark to make at the time, which expressed our sentiments all around. "Desecration!" he croaked. ●

MEN PAST 40

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Jimmie Walker, Jr.

One-time Pacific Electric car No. 5135 entered the tunnel, above, on September 25—last day of operations on the Hollywood Boulevard line.

TRANSIT TOPICS

(Continued from page 42)

Inside they have green floors, with plenty of standing room, blue walls, yellow window frames, and a gray ceiling. Fourteen attractively upholstered double seats made of foam rubber are provided on one side of each car, and twelve on the other, making room for fifty-two seated passengers. In each car, half of these seats will face forward and half backward since the cars will shuttle between terminals.

Sixty-eight cars in all have been ordered, 12 single units and 28 double units, at a cost of $4,525,000. The first two to arrive, Nos. 201 and 202, have been used on a stretch of line between Kinsman Road SE and the Union Terminal as schoolrooms for training motormen, maintenance men, and switchmen during the months before the line is opened to passenger service.

TRUE TAIL: Last fall, Horace G. Belton, a motorman on the New York subway system's BMT-Brighton Beach express, was just pulling out of the Prince St. station when ahead of him, plunk between the tracks, he saw a dog, a brown, shaggy-coated mutt, more Irish terrier than anything else. The pup glanced nervously around, broke into a trot, and headed north toward the train's next stop—34th St. —at about three miles an hour.

Mr. Belton blew his whistle. Confused, the train slid to a jolting stop. The pup grinned, wagged his tail, and resumed his leisurely lope. Passengers in the forward car yelled encouragement, and made the best of things. But the rumor began to spread back through the cars that there was a hog on the tracks. Other versions involved a mad dog.

But the dog wasn't mad. He was just tired. With a train nudging your tail, you can get pretty worn out. He had picked up a coating of track grease. His tongue was hanging out, and his chops were lathered.

When the dog and his train finally dragged into 34th St.—12 minutes late, the animal plopped down again, for the fourteenth time in two miles, presumably dog-tired. Behind the train rolling stock was piling up all along the line.

Joseph J. Messana, platform guard at 34th St., a dog owner himself and wise in the ways of canines, jumped to the tracks, hooked a finger into the dog's untagged collar and pulled him up to the platform. Traffic got moving again on the Brighton line.

In the dispatcher's office, Mr. Messana gave his new friend a drink of water. Still panting, the mutt glanced up gratefully and sank to the floor, sound asleep, while Mr. Messana reached for the phone to put in a call to the SPCA.

THE BEACH STREET TROLLEY in Port Huron, Mich., writes Ernest M. Hill, Box 531, Safety Harbor, Fla., like the trains on the Toledo, St. Louis & Western, came to a halt between 2:00 and 2:05 P.M. on September 16, 1901, while the body of President McKinley was being lowered into its grave (see *Mail Car,* Nov. 1954, p. 4). Mr. Hill was a motorman on the Beach Street line at the time.

"My conductor had stepped off to flag the Pere Marquette (now C&O) railway crossing. I accepted his signal to proceed and turned the controller, but the power had been shut off. Our passengers were informed of the delay, and everyone bowed his head in respect to our 'martyred' President.

"I streetcarred until 1924, then worked as a U. S. Customs Inspector until I was retired in 1949. A year ago I came to Florida to live and enjoy life at its best. Last November, I was 75 years young."

SUBJECT TO THE APPROVAL of its stockholders, the Illinois Terminal Railroad has been sold for $20,015,635 to a group of eight railroads, all of which enter St. Louis—the Wabash, B&O, C&EI, CB&Q, GM&O, Frisco, IC, and

Litchfield & Madison. The Nickel Plate is also said to be interested in participating. Before the ICC approves the sale, any other railroad having an interest in the property and wanting to be included in the purchase will probably have the right to do so.

ITR headquarters will presumably remain in its present offices in St. Louis, and, though its new board of directors will almost certainly be made up of executives of the eight roads, the ITR will be operated as a separate entity. Purchase of the line will probably have no effect on its application to discontinue all passenger service, and one can expect the characteristics of the "traction" line to disappear from what was once one of the nation's largest traction empires.

LOS ANGELES continues to be threatened with the prospect of even more vehicles on its highways by the plans of the Metropolitan Coach Lines and the Los Angeles Transit Lines to convert their railway routes to foul-smelling buses.

"Los Angeles Transit Lines have received permission to give up all railway operation on routes 5, 7, 8, and F, the northern part of W on York Boulevard, and the southern part of 9 on 48th St. The remaining parts of W and 9 will form a new route from West Washington to North Broadway," writes Kenneth Harrison, 5871 S. Hoover St., Los Angeles 44, Calif.

"This will close divisions 3 and 5 as rail lines and put the last six lines at already-crowded division 4, which would later give the company reason for abandoning the W and S lines so as to relieve the overcrowding. The plan is reminiscent of LATL's 1947 plan of abandoning several weak lines and several strong lines at the same time instead of all the weak lines at once," writes Mr. Harrison.

"Remember August 3, 1947, when LATL abandoned weak lines D, U, part of F, O, and strong lines H, 3, and part of S? By doing so, they left weak lines 8 and 9 to be abandoned later. Now they are doing the same thing by giving up weak lines 8 and 9, almost-weak F, and very heavily-traveled route 5, which is too heavy for buses. Service on route 5 is nearly as heavy as on the P (Pico) line, the heaviest in Los Angeles."

An item in *Along the Iron Pike* (Dec., '54) indicated that only the 1299 was still operating in passenger service on what once were the Pacific Electric's lines, but it just isn't so. If it were, the present owner wouldn't be so all-fired hot to cut out passenger operation altogether.

At a recent hearing on the plans of Metropolitan Coach Lines to put buses on all remaining former Pacific Electric routes, MCL engineers and rate experts declared that without a fare rise and conversion to buses, the line would lose $1,356,211 next year. Public Utility Commission engineers brought proof, however, that MCL would earn a net income of $408,890 next year, a return of 4.7 percent. With the fare rise alone, Jesse L. Haugh, MCL president, said his company would lose $465,611, but PUC's unprejudiced experts said it would earn $863,760, a 9.9 percent return, which is excessive for a public utility.

We leave it to our readers to decide whose figures seem more reliable: Haugh's, whose job depends greatly on how large a profit he can make for the company, or the PUC's, an independent, neutral body seeking only the true facts. Upon the result depends the future of the Pacific Electric's former railway lines.

THE SHORE LINE ELECTRIC RAILWAY history which appeared a few years ago in *The Marker*, publication of the North New Jersey Chapter of NRHS, has aroused the interest of Theodore P. Taetsch, 12913 Matherson Ave., Cleveland, Ohio, who notes that the roster of its successor company, the New Haven & Shore Line, lists four open cars, numbers unknown.

Ted says there were five open cars instead of four, and two of them were numbered 33 and 35. In the summers of 1926 and 1927, 33 and 35 alternated in shuttle service at Hammonassett Park. Big, double-truck open cars with the usual open sides and double running boards, they were nonetheless operated by one-man crews! Ted wants to know whether anyone knows of any other such open cars which were operated with one-man crews?

"As late as the fall of 1924," he says, "the Shore Line's old wooden center-door car, No. 8, and one or two of her sisters could still be seen rusting outside the barn in Saybrook, Conn. What happened to the five lightweight cars bought six years before the line was abandoned in 1929?

"Twenty-five years later, incidentally, along the old right-of-way, building lots only four miles from the heart of New Haven are today not worth even half

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RUSH THIS COUPON NOW!

of what they were in the days of the trolleys."

NEWS ITEM: Ten chewing gum machines have been installed in the five trolley cars that run over Route 23 of Philadelphia Transportation System, reports Luther Cummings, Jr., Lancaster, Pa. The machines are attached to posts between windows and disgorge a stick of chewing gum on being fed a penny.

PTC President Charles E. Ebert says that if the experiment is successful and profitable, machines will be installed in cars on other lines. Profits will probably not be spectacular, but transportation business is so bad generally that we salute every idea to lure a few more bucks into company coffers.

Edward H. Meyers

When electric operation resumed on the Fort Dodge, Des Moines & Southern last September 26, No. 5037, on loan from the Rock Island, headed into a siding as the first train, Extra 82, took the main line.

LAST FALL, the New York City subway system celebrated its fiftieth year of operation. On October 27, 1904, a little over nine miles of route extending from City Hall to Broadway and 14th St. was opened to traffic. Since then the population of the city has doubled, and the subway has expanded over a total of 205 miles of track, above as well as below ground. Two other divisions have been added to the original Interborough Rapid Transit (IRT): the Brooklyn-Manhattan Transit (BMT) and the Independent (IND), which together serve all of the city's five boroughs except Richmond across the harbor on Staten Island. During the anniversary week, a .3-mile, four-track extension was opened between Church and Ditmas Avenues on the IND Coney Island line.

LATEST REPORTS from the Fort Dodge, Des Moines & Southern indicate that the once-moribund interurban is now very much an up-and-coming freight line. After being interrupted by spring floods, time-table freight service was again resumed on November 3rd. Before that, the line had operated with diesel-electrics borrowed from neighboring railroads. Business on the FDDM&S is apparently booming, and, until the flood last spring when the powerhouse at Fraser, Ia., conked out under nine feet of flood waters, the company had been solidly in the black.

Passenger service has been restored,

Charles Wales

Old 303, with trailer 1512, both built about 1895, rolled again at Rosslyn, Va., not long ago when Washington's Capital Transit celebrated Transit Day. Short piece of track is only streetcar line still in use in the state.

though on an even more modest schedule than before the flood. Now, a car leaves Boone each morning for Fort Dodge, then, after a layover, heads south in the early afternoon for Des Moines. At night the car makes an unbroken run back to Boone. Spokesmen for the road imply that passenger service is being maintained, not because of the union contract mentioned in a recent issue of *Railroad*, but because this is the most economical way of transferring freight crews, who work out of Boone, to their home base every night.

The interrupted service during the flood cost the FDDM&S its mail contract, but with Railway Express shipments and a smattering of passenger ticket sales, the company expects to break even on what is now the line's only scheduled passenger run. Hardly anyone ever rides the line anymore anyway, except employees and railfans, so this reduction in service will cause the inhabitants in the area no inconvenience.

The company also maintains a highly profitable charter service for railfans, students, and others, for whom the line affords a convenient link with the Des Moines river. But if passenger traffic is nothing to warm the cockles of a railfan's heart, freight business is excellent, better in fact than on any major railroad.

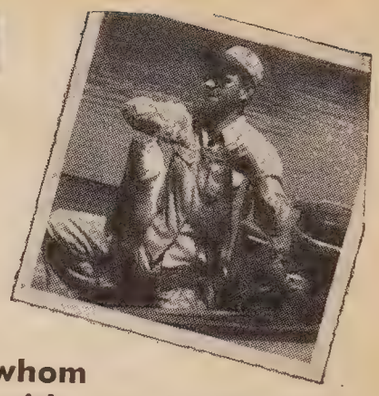
All of this has been brought about by the line's new president Arthur Wheelock, one-time owner of the Cassville & Exeter. Under his aggressive leadership, the somnolent FDDM&S has snapped wide-awake and prosperous.

The FDDM&S, with four hundred miles of electric power line strung throughout the area, is also in the utility business, providing the power for the University and the television station in Ames, for instance. Power bills are paid in FDDM&S ticket offices and from all reports agents spend more time handling bills than they do tickets.

THE NEW TORONTO SUBWAY, the American Institute of Electrical Engineers was told recently, conclusively refutes the argument that "more facilities for the motor car is the only answer to traffic ills." Operations during the first few months, said J. G. Inglis, operations manager of the Toronto Transit Commission, have already "justified the wisdom and courage of those who conceived, planned, and built the system."

The $58,000,000 subway, which be-

Bass Fishermen will Say I'm Crazy . . . until they try my method!



But, after an honest trial, if you're at all like the few other men to whom I've told my secret, you'll guard it with your last breath.

Don't jump at conclusions. I'm not a manufacturer of any fancy new lure. I have no rods or lines to sell. I'm a professional man and make a good living in my profession. But my all-absorbing hobby is fishing. And, quite by accident. I've discovered how to go to waters that everyone else says are fished out and come in with a limit catch of the biggest bass that you ever saw. The savage old bass that got so big, because they were "wise" to every ordinary way of fishing.

This METHOD is NOT spinning, trolling, casting, fly fishing, trot line fishing, set line fishing, hand line fishing, live bait fishing, jugging, netting, trapping, seining, and does not even faintly resemble any of these standard methods of fishing. No live bait or prepared bait is used. You can carry all of the equipment you need in one hand.

The whole secret can be learned in twenty minutes —twenty minutes of fascinating reading. All the extra equipment you need, you can buy locally at a cost of less than a dollar. Yet with it, you can come in after an hour or two of the greatest excitement of your life, with a stringer full. Not one or two miserable 12 or 14 inch over-sized keepers — but five or six real beauties with real poundage behind them. The kind that don't need a word of explanation of the professional skill of the man who caught them. Absolutely legal, too—in every state.

This amazing method was developed by a little group of professional fishermen. Though they are public guides, they never divulge their secret to their patrons. They use it only when fishing for their own tables. No man on your waters has ever **seen it,** ever **heard of it,** or ever **used it.** And when you have given it the first trial, you will be as close mouthed as a man who has suddenly discovered a gold mine.

Because with this secret you can fish within a hundred feet of the best fishermen in the county and pull in ferocious big ones while they come home empty handed. No special skill is required. The secret is just as deadly in the hands of a novice as in the hands of an old timer. My secret will be disclosed only to a few men in each area—men who will give me their word of honor not to give the secret to anyone else.

Send me your name. Let me tell you how you can try out the secret method of bringing in big bass from your "fished out" waters. Let me tell you why I let you try out my unusual method without risking a penny of your money on instructions or lures. There is no charge for this information, now or at any other time. Just your name is all I need. But I guarantee that the information I send you will make you a complete skeptic—until once you try it! And then, your own catches will fill you with disbelief. Send your name, today. This will be fun.

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gan operations on March 30, 1954, "has demonstrated its ability to restore the downtown area to its rightful position as the heart of the city," Mr. Inglis said. "It has slowed down the flight to the suburbs . . . It has proved that a vigorous transportation agency, alert to the varying needs of the area it serves, can face the future with confidence."

The four-and-a-half-mile subway, the first in Canada and fifth in North America, has many novel features: sound-insulated cars, platforms, and tunnels, which provide an exceptionally quiet ride; four experimental aluminum cars, as well as 100 conventional steel models; novel temperature controls; doors that run on rollers; a lighting system you can read by; and the latest in controls and safety.

THE BOSTON, REVERE BEACH & LYNN is on the verge of being reborn. By 1956 the Metropolitan Transit Authority's rapid transit route between Boston and Revere Beach, Mass., which follows the abandoned narrow-gage's roadbed for the greater part of its route, may reach Lynn again, nearly a hundred years after the original horsecar line between the three cities opened for business. Stations will be opened again at Point of Pines, Oak Island, and West Lynn, where the old BRB&L stations used to be, and the old right-of-way will be followed as far as West Lynn where the rapid-transit cars will shift onto Boston & Maine tracks for the run into the B&M station at Central Square, Lynn.

The old BRB&L never actually got into downtown Boston, and riders had to ferry into the city proper from East Boston to get to their destination. Somehow the operators failed to realize the road's rapid transit potentialities as a through-route to Boston, and abandoned the road prematurely in 1939. In order to get back into Lynn, Boston's Metropolitan Transit Authority had to buy the old right-of-way and put down entirely new track.

WE ASKED RECENTLY whether readers knew of any lines other than the Laconia (N. H.) Street Railway on which trolleys were again used after the line had been ostensibly abandoned to buses.

Don McClain, 709 Main St., Cincinnati 2, Ohio, says that trolleys ran on Cincinnati's Clark St. line several times after they had been supplanted by trolley buses on November 30, 1936. During the following winter, buses kept getting lost in heavy fogs, and trolleys which had no trouble sticking to their routes were thrown into service again on several occasions. But that isn't all.

For several summers thereafter, buses couldn't cope with the crowds at Cincinnati's ball park, so each time there was a game, some twenty or thirty trolleys hung up their old familiar *15 Clark St.* destination signs and went into action—even though the line had long since been officially abandoned by the company.

Clement G. Heilen, 81-39 77th Ave., Glendale 27, N. Y., seems to remember that a few weeks after Brooklyn's Putnam Ave. line was bused about the time of Pearl Harbor, wartime gasoline shortages forced the return of the electric cars, which continued to run until the line was dieselized finally, back in 1950.

TIME IS RUNNING OUT for what remains of the once-great trolley system in Detroit, Michigan. On November 15th, the city's Gratiot & Michigan lines were converted to buses, releasing about 100 PCC cars for sale—probably to Mexico City, San Francisco, or Shaker Heights lines.

This makes the 14-mile Woodward Ave. trolley route the only one still operating in the city. Eighty-six PCC cars are used on this line, which runs from Eight-Mile Road on the east side of Detroit to the Ford plant on the west, writes Kenneth Homburg, 5043 Grayton, Detroit 24, Mich.

The *Michigan Railfan* comments, "Although the management has indicated it might continue rail operations on the line until rail and roadbed are written off (now estimated at 15 years) the line's future isn't too good if past performances in writing off as dead loss millions of dollars worth of useful life in rail structure and equipment are continued."

Both management and city administration have committed themselves to a policy of buses-as-soon-as-possible, however long it may take to write off cars and trackage to the best interests of the public. In short, we can expect trolley operation on the Woodward Ave. line to cease long before it passes its maximum efficiency.

SINCE THE END of the Korean War, four extensions have been built to Seoul's trolley lines, reports *Electric Traction*, the official journal of the Australian Electric Traction Association, 29 Seymour Grove, Brighton Beach, S.5, Victoria, Australia. These include a line linking the center of the city with the existing line at North Gate, two separate extensions toward the Han River, and, most recently, the westward extension of the main Han Bridge River Line to the center of Yon Don Po.

Earlier, two-thirds of the city's prewar railway lines had been rehabilitated. Seoul needed them desperately. Her peacetime population of 300,000 has increased to more than a million since war came, and more trackage and equipment are a necessity. When the armistice was signed, only a few dozen of her fleet of 300 former Japanese and American streetcars were still operable. But today, Seoul has more than 150, among them a group of cars from Atlanta, Ga.

IT'S NOT OFTEN that a writer succeeds in doing the impossible. But Vincent Y. Seyfried has done very nearly that with the publication of an all-time roster of the vast Third Ave. Railway System which for nearly a century operated horsecars, cable cars, battery cars, and trolleys over the streets of Manhattan, the Bronx, Queens, and Westchester County.

Mr. Seyfried's roster traces the history of every car used on the System from its beginning in 1853 to the abandonment of the last trolley line in Yonkers in November, 1952. Movements of second-hand cars to and from TARS as well as renumberings are also recorded, with illustrations of each type of equipment that ran on the line. Also included is a history of the companies which formed the System.

Acquiring the information in this work would take a lifetime, and railfans interested in New York City trolley lines are indebted to Mr. Seyfried for his many years of research. The 112-page book is available from Felix E. Reifschneider, Box 774, Orlando, Fla., at $2.50. Felix says, "I hated to make the price so high, but, even assuming the normal number of sales, we will have to sell almost every copy to break even."

THE CEDAR RAPIDS & IOWA CITY recently retired the last of its electric cars and installed three new SW-8 800-horsepower EMD-GM switchers. Long known as CRANDIC, the 27-mile road which began life in 1904 as an electric interurban, had given up passenger service some time before. The cars still await disposition.

54 YEARS ON THE AGS

by THE OLD TIMER

I NEVER MADE a mistake that didn't teach me something"—those words, spoken from a background of fifty-four years of experience, sum up the philosophy of "Mister Mac"—Clinton Scott McLarn, dean of train dispatchers for the Alabama Great Southern Division of the Southern Railway at Birmingham, Ala., and father of Jack McLarn, one of America's top rail-fiction writers.

Master of three systems of train dispatching — telegraph, telephone, and now the electronic miracle of Centralized Traffic Control—Mister Mac is first out on the division dispatching seniority list. Hearty and vigorous despite his more than seventy years, he works the first trick. From his air-conditioned office, he manipulates the Chattanooga-Burstall segment by train orders, the Burstall-Meridian end by CTC. It's a complicated, busy, exacting, demanding job, but Mister Mac remembers the days of World War I, when it was commonplace for him to put out a hundred train orders in a single eight-hour trick.

He didn't begin his railroad career with his hand on the black knob of a telegraph key. He likes to tell how, back in '97, he held the exalted position of pumper for the Illinois Central at Penfield, Illinois.

"I was the envy of every kid in Penfield," he says, grinning at the recollection. "That pump was a one-mulepower operation, activated by a mean-tempered animal named Joshua. The job paid the princely sum of ten dollars a month. That mule knew better than I did when the tank was full. One drop out of the overflow and Joshua was through, even when I took a fence rail to him."

Mister Mac moved to Alabama in

DO WE HAVE TO DIE?

Forty-three years ago in forbidden Tibet, behind the highest mountains in the world, a young journalist named Edwin J. Dingle found the answer to this question. A great mystic opened his eyes. A great change came over him. He realized the strange power that knowledge gives.

That Power, he says, can transform the life of anyone. Questions, whatever they are, can be answered. The problems of health, death, poverty and wrong can be solved.

In his own case, he was brought back to splendid health. He acquired wealth, too, as well as world-wide professional recognition. Forty-three years ago, he was sick as a man could be and live. Once his coffin was bought. Years of almost continuous tropical fevers, broken bones, near blindness, privation and danger had made a human wreck of him, physically and mentally.

He was about to be sent back home to die, when a strange message came—"They are waiting for you in Tibet." He wants to tell the whole world what he learned there, under the guidance of the greatest mystic he ever encountered during his lifetime of travel throughout the world. He wants everyone to experience the greater health and the Power, which there came to him.

Within ten years, he was able to retire to this country with a fortune. He had been honored by fellowships in the world's leading geographical societies, for his work as a geographer. And today, 43 years later, he is still so athletic, capable of so much work, so young in appearance, it is hard to believe he has lived so long.

As a first step in their progress toward the Power that Knowledge gives, Mr. Dingle wants to send to readers of this paper a 9,000-word treatise. He says the time is here for it to be released to the Western World, and offers to send it, free of cost or obligation to sincere readers of this notice. In addition he will give to each of them a 64-page book showing the astonishing events the world may soon expect, according to great prophecies.

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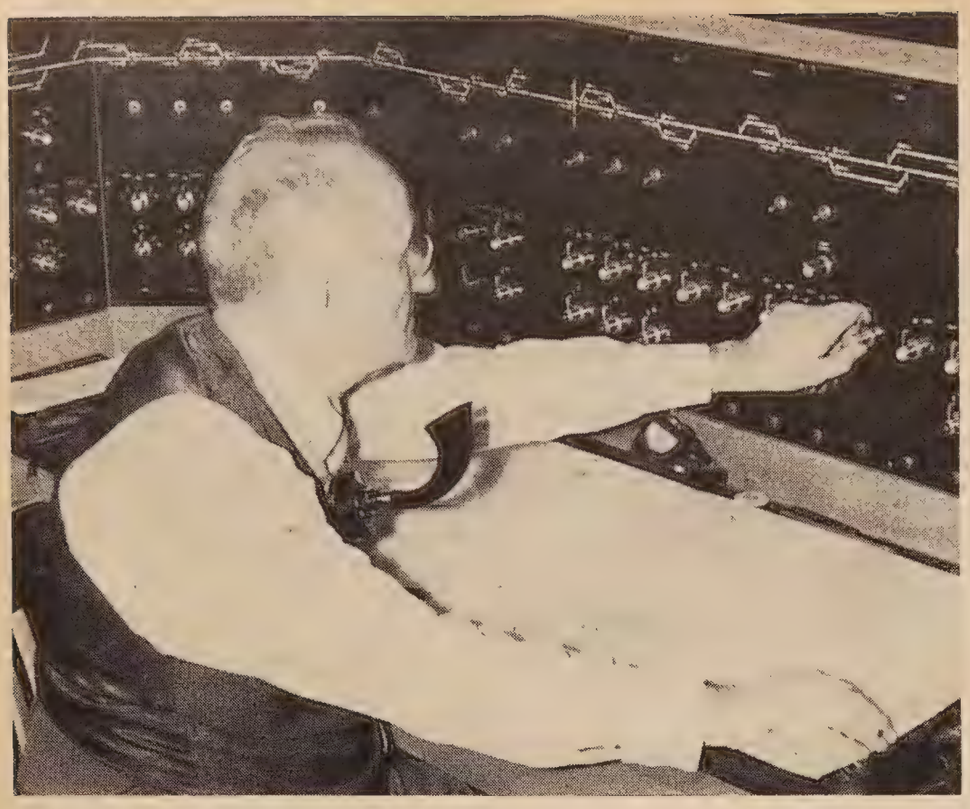

C. S. McLarn in Alabama Great Southern's dispatcher's office at Birmingham

the early 1900's, worked for a while with the Louisville & Nashville, then went over to the AGS as a telegrapher in 1905. "I never got the boomer fever," he says.

HE ADMITS ruefully he didn't receive Centralized Traffic Control with much enthusiasm when it came to the AGS. "Frankly," he says, "I was scared of it. But the youngsters who put it in spent a lot of time showing me its innards, and I did a lot of reading, so I get along fairly well."

Those youngsters who taught him agree he's been doing all right—well enough, in fact, to give lectures, and good ones too, on the operation of this "new look" in dispatching. Present-day railroading is a far cry from the days when McLarn started dispatching—the days of dots and dashes, no telephones, no blocks, no train control, the days a dispatcher railroaded by guess and by God.

"I was working third trick at Birmingham on the Chattanooga end," he says. "It was a warm night, and we had all the windows open. Judge Dowling was working third trick on the Meridian end; there wasn't any night chief, so we had the place all to ourselves.

"About 12:30 A.M. I put out a routine order with CX office at Chattanooga and with Attalla for No. 31 and No. 46, both hotshot freights, to meet at Rising Fawn, Ga., 25 miles south of Chattanooga. There wasn't anything unusual about this move; it happened often.

"Later on the operator at Rising Fawn told me he heard 46 coming. I saw a chance to advance 46 against 31; that was good dispatching. The AGS used the Nashville, Chattanooga & St. Louis tracks from Chattanooga to Wauhatchie, Tenn., 5 miles south of Chattanooga and 20 miles north of Rising Fawn. I called the NC&StL man at K office, Wauhatchie, and asked him if there was any sign of 31. He said: *'No. Just lvg CX.'*

"That suited me fine. I put out an order at Wauhatchie to 31 and at Rising Fawn to 46 to meet at Trenton instead of Rising Fawn. Until then everything was strictly according to the book. The telegraph office at Trenton was closed, but that didn't matter. So I sat back, rather pleased with myself for advancing 46 eight miles against 31. But all at once I felt funny, like somebody was looking over my shoulder. But there wasn't anybody in the office except Judge Dowling, and he was as busy as a cranberry merchant. I put it down to nerves.

"It must have been about 3:30 A.M. when Wauhatchie began calling 'N,' which was the dispatcher's call. I answered him—and my scalp tingled as the sounder said, very slowly:

"'Catch 46. I—went to sleep. Let 31 by—20 mins ago—'

"I cut him off instantly, my mouth dry, and I whipped out the Rising Fawn call. But the operator had been listening. He told me that 46 had gotten the changed order and gone.

"There were two work trains camped at a place called Mud Cut, three miles north of Rising Fawn. There was an operator with the outfit. I don't know why I thought he might be hanging around at three o'clock in the morning, but I nearly burned my key out with the 'MC' call. Nothing happened, so after a couple of hopeless minutes, I gave up. I called J. W. Evans, the superintendent, and told him what was going to happen. Then I called CX office at Chattanooga and told them to get the derrick ready.

"It was all I could do. The waiting was tense. One by one, the division staff drifted in. Nobody got excited. Coffee came from somewhere, but I couldn't drink any. I just sat there and stared at that silent telegraph sounder. Sure, it wasn't my fault, but at a time like that what does it matter whose fault it is, when you know two trains are heading into each other in the night?

"It couldn't have been more than a few minutes, but they were endless minutes. Finally the sounder clicked open. It was the work train operator.

"'N N MC,' he said. I gave him a single 'I.' Then he said, in the precise manner of a man who knows he must remember and repeat it many times:

"'2 trains have hit—Mister Mac—order the wrecker.'

"I looked up at the Western Union clock. It was 3:55 A.M. Very carefully, I noted the time on the train sheet. 'They're together, Mr. Evans,' I said to the superintendent. For an instant there was a dead silence. Then the Chattanooga operater said: *'OK. Derrick ready.'*

"But God was riding the AGS that morning in the dark. The two trains met on a stretch of straight track.

They hit, but nobody was even badly hurt. The crack-up cost a lot of money. Even so, I think the happiest moment of my life was when I called the kid at K office and told him he hadn't gotten anybody killed. A freight crew that showed up there told me later that he was turning around and around in his chair, crazy with terror. I never did hear what happened to him after they fired him."

The richly deserved leisure of retirement is Mister Mac's for the asking—tomorrow, if he wants it. But he doesn't want it. Not yet. ●

SECTION MAN'S GRAVE

THEY LAID him away on the brow
of the hill,
Alongside the right-of-way,
And the old boss whispered, "Peace,
be still
Till the call on the final day.
They placed him where he had wished
to lie
When his turn would come, he said;
Where he'd list to the wire's mournful
sigh,
To the foreman's, "Joint ahead!"

For many a year he had paced the beat;
He had bumped o'er every tie;
And now from his narrow, last retreat
He would feel the freights roll by.
Far from his rest, 'neath the willow's
shade,
His spirit would guard the track;
He would know when the engines struck
the grade,
Hear the old call, "Center back!"

He would hear the tramp of the extra
crew,
The alien's chattering tongue,
The boss of the Irish boss he knew,
And the waterboy's whistle and song;
But lonely he'd be when the sun's last
glare
Had faded away in the night
And left him with only the feeble glare
Of the distant red switch light.

And the foreman fastened a band of
black
To the well-worn handle-bar,
And he said: "Now, men, the speed
we'll slack
As we pass, with the old hand-car,
The place on the brow of the hill be-
yond;
But we'll make up the minute we're
late,
While the birds are singing their mourn-
ing song
O'er the grave of our old-time mate.

—Alf Burnett

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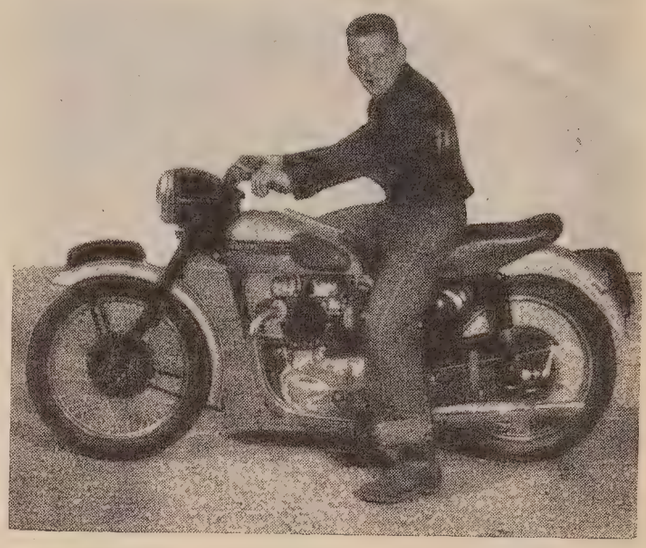

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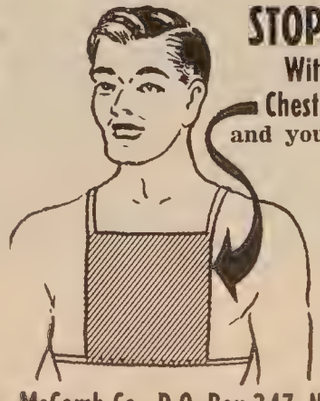

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H. L. Kelso

"He was that big!" says 4197's Engineer Sorenson while telling a fish story to his brakeman, fireman, and the sceptical crew of the 4210, a helper engine, during a break not long ago at Truckee, Calif.

MAIL CAR

(Continued from page 6)

RAILROADERS, including all persons who have ever worked for any road, regardless of what they are doing now, are invited to send letters to us telling "How I became a railroad man (or woman)." Each letter should run between 200 and 500 words, handwritten in ink or typed, and should be received in our office not later than March 31, 1955.

We will publish some of these letters—the exact number not yet decided upon—and will pay $5 for each one published, plus a $5 bonus for the one that our editors consider best of the lot. (We do not pay for any other type of letter.)

Entries on the topic, "How I became a railroad man (or woman)," will be judged on the basis of story value. All we want are the details of unusual circumstances connected with hiring out for railroad jobs, but it must be true. It must contain actual names, dates, and places in so far as you can recall them. Also your own name and address for publication. No letter will be returned. Address Letter Contest, *Railroad Magazine,* 205 E. 42nd Street, New York 17, N. Y. •

239 DIFFERENT ROADS are represented in the large train-order collection of Robert E. Lawler, 418 E. Kiowa, Colorado Springs, Colo., a Rock Island telegraph operator now furloughed for U. S. Air Force service. One of them, issued on his own road of March 29, 1930, reads:

All operations including train service will cease for one minute at 2 pm today in memory of Mrs. J. E. Gorman. Do not overlook complying with Rule 99.

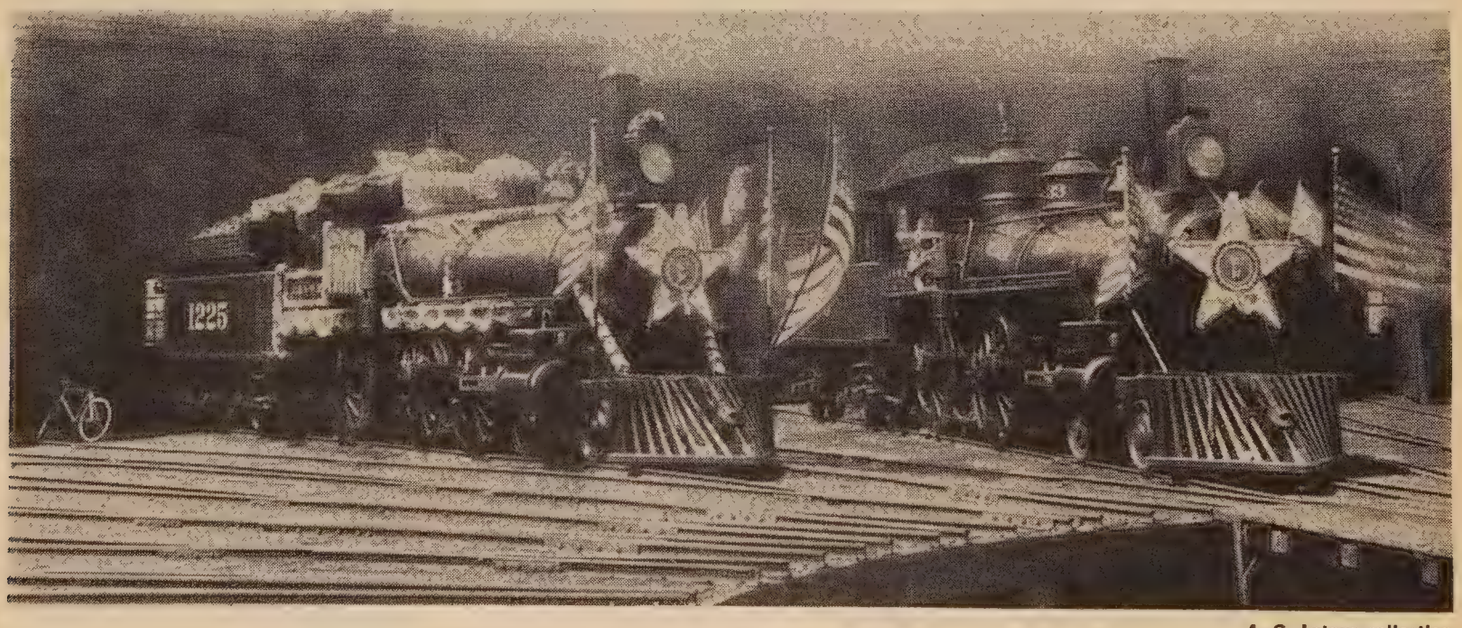
Mrs. Gorman was the wife of the company's president. Another order in this collection was issued on the Burlington at Wymore, Neb., February 5, 1913, as follows:

No. 15 will run extra 20 minutes late Table Rock to Wymore.

Mr. Lawler comments: "In today's terms, somebody goofed. Who ever heard of running a scheduled train extra or running an extra train late? It just isn't done." •

FIRST diesel-electric locomotives to be used in the Yukon—two 80-ton babies built by General Electric to withstand extreme cold weather—have begun operating on the 111-mile White Pass & Yukon route between Skagway, Alaska, and Whitehorse, Canada. Temperatures in this area range from 80 degrees above zero in summer to 65 below in winter. Teams of huskies and caribou herds were stopped in their respective snow tracks at the sight of the fastest-moving ground objects in the Yukon.

In just 20 miles the locomotives pull their loads from sea level at Skagway to the summit of White Pass, elevation 2,885 feet. Unlike ordinary road switchers, each of these two has a box-type cab for heating purposes and crew comfort. An extra-large air cushion between the engine compartment and the hood permits heating by radiation from the engine and accessories. A box



A. G. Latour collection

Train locomotive and pilot locomotive on the old Fremont, Elkhorn & Missouri Valley (now C&NW) at Missouri Valley, Iowa, decorated for Teddy Roosevelt presidential special more than 50 years ago.

Barbara Busey, with Railway Express Agency father and Denver & Rio Grande Western mother, won the title "Miss Colorado" in contest.

cab also enables the fireman to reach all power-plant and control apparatus without encountering the outside elements.

Each of the two diesel-electrics is able to pull 260 tons as compared with 160 tons for a steam engine. Average grade for the first 20 miles from Skagway is 2.6 percent; maximum grade, 3.9. The newcomers were, of course, thoroughly winterized before going to work in the Yukon. Although each one boasts a double-thick snowplow, a rotary plow must precede the train. On some parts of the route snow piles up 40 feet high!

The Pacific & Arctic Railway & Navigation Company, part of the WP&Y, is reported to be the only railroad that has more parlor cars than coaches. Its main job is to haul freight. •

WOODEN CROSSTIES, believe it or not, cost more than any other single item in railroad maintenance of way. They cost considerably more per year than steel rails. C. D. Turley, the Illinois Central's tie and treatment engineer, brings out these facts in *Rubber Developments* magazine.

Tie wear is due mostly to the lateral motion of the tie-plate, the amount of moisture present in wood, and the presence of sand and other sharp particles under the tie-plate. To reduce this wear, two general methods have been developed: hold-down spikes and tie-pads. At least 5 million of the tie-plates now in railroad service are made of natural rubber, specially compounded, moulded, and manufactured to stand the impact and vibration of rail traffic. •

RULES printed on the back of a Dayton Coal & Iron Railroad timecard dated 1897 include these:

All trains must leave on time. No collisions allowed. Trains must stop before running over livestock. Drink nothing but cold water while on duty. Passenger conductors must wear shoes while on duty. Socks not required. •

TRAINFERRY article in our November '54 issue brought vivid memories to C. A. Gibbs, 211-56 94th Ave., Queens Village 28, N. Y.

"On the wild night of Sept. 8, 1910," he writes, "when the trainferry *Pere Marquette 18* sank in Lake Michigan, drowning 30 persons, I was a wheelman on the *Flora M. Hill* in that vicinity at the time of the sinking. The storm raged with extreme violence. Although the *Hill* was an iron-and-steel passenger-freight steamer reenforced for icebreaking, that night's high seas damaged her badly.

"Mountainous waves buffeted the *Hill* so much that my feet made marks on the engine-room wall five feet above the floor! We kept up steam with great difficulty. Our mate broke an arm. Captain Wallace Hill asked me to stand at lookout while he took the wheel, because the steering gear was not responding. A mighty swell hurled our ship against the Waukegan pier, knocking me unconscious. In that hurricane the *Pere Marquette 18* went down. A year and a half later, the *Hill* was lost in ice-filled Lake Michigan."

Comments on the same article ("Rails Across the Great Lakes," by Freeman Hubbard) come from A. D. Slater, 1596 Wood Road, Cleveland Heights 21, Ohio:

"Two carferries were plying Lake Erie between Conneaut, Ohio, and Port Stanley, Ont., Canada. One of them, the wooden *Marquette & Bessemer 1*, while locked in the ice, caught fire and burned to the ice-line on a wintry day in the late 1890s. No lives were lost. She was later replaced by the *Marquette & Bessemer II*, built of steel.

"My father, a Bessemer & Lake Erie Railroad engineer, helped to load the latter boat with rails December 7, 1909. She, too, was lost—but in a gale with the entire crew! Presumably the rail cargo shifted, throwing the ship off

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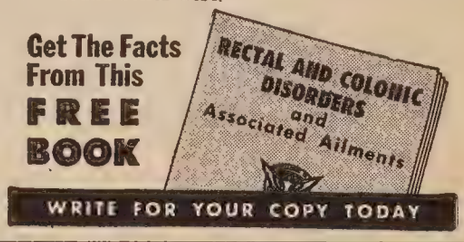

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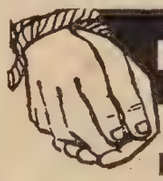

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From retired Condr. F. P. Clark and Track Supervisor L. F. Brean

Maine Central train 157, pulled by engine No. 65, was photographed in 1899 at Fabyan, N. H.

balance. The chief engineer's body floated down Niagara River and over the Falls, and did not show up until spring. Only his teeth and watch identified him. Later, while his son and I were in school together, the boy carried that same watch.

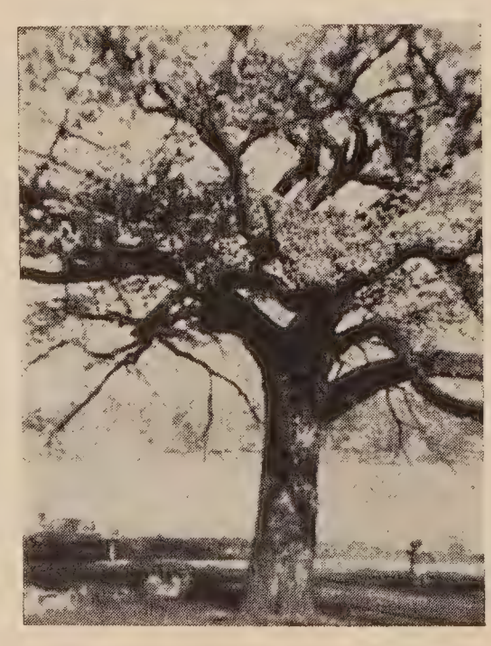
"Six days after the doomed carferry left Conneaut, a fishing tug picked up one of her lifeboats off Erie, Pa. Several crew men were aboard, each man seated in rowing position with his hands on an oar, but all frozen to death!"

As we go to press, word comes that the C&O trainferry *Pere Marquette 21* has reentered service after spending some time in the shipyard for repowering and rebuilding. She was lengthened 40 feet, giving her an over-all length of 400 feet. Her speed is now 18 miles per hour, the same as all other C&O Lake Michigan ships. With 7 modern fast boats, the C&O boasts the world's largest trainferry fleet. •

KATE SHELLEY, pictured in our Oct. '54 issue, figured indirectly in the family history of Harry H. Olmsted, 1025 Oakcrest Rd., Arlington, Va. Kate's story is well known. The 15-year-old girl was peering out of her farmhouse windows near Boone, Ia., on the stormy night of July 6, 1881. Honey Creek that ran beside her home was a boiling flood. The Chicago & North Western sent out a light engine to test Honey Creek bridge. Kate saw the bridge collapse and the locomotive plunge into deep water. Then she hurried outside in dark drenching rain to do what she could for the engine crew, and later crawled across the railroad ties on the Des Moines River bridge to warn a midnight express train.

The fireman on the light engine was A. J. Olmsted, whose son, Amos P., eventually became the father of our correspondent.

"Dad was nine at the time," Harry writes. "Failure to find his father's body held up the payment of both insurance and pension. I remember Dad telling me how the family was supported through the winter by the Odd Fellows.



The ancient elm tree at Moline, Ill., that detoured a railroad.

Dad was so grateful for this help that as soon as he grew old enough he joined that organization and stayed with them until the day of his death, last November 8th. Beginning as a C&NW shop apprentice, he worked on the Santa Fe, the Southern Pacific, and various non-railroad jobs." •

UNION PACIFIC'S lone pine, described and pictured in our December issue, brings to mind another famous tree around which a railroad was detoured. Mrs. Hazel Engh, Moline, Ill., tells the story. The tree is an elm standing at LeClaire, Ia., near the Mississippi River. More than 50 years ago the Davenport, Rock Island & Northwestern (now part of the Burlington system) was surveying a line through LeClaire. The line, if built as planned, would have destroyed the historic elm, known and loved by such celebrities as Buffalo Bill and Mark Twain. Citizens protested. The village council decided that if the tree had to be cut down to get a railway through town, they didn't want the railway. Thereupon the company rerouted the line. Today that venerable elm still casts its speckled shadow over the railway depot. But folks say it is slowly dying. •

MRS. CASEY JONES, 87, who recently fell and injured her hip, is recuperating at a nursing home. She keeps in good spirits and is glad to discuss with visitors the details of her

engineer-husband's "trip to the Promised Land." The Joneses were housekeeping at Jackson, Tenn., at the time of Casey's death in 1900. She buried him in a little Catholic cemetery on the edge of town and has lived in Jackson ever since. So has her railroading son and his family. But her daughter, wife of a GM&O official, resides at Mobile, Ala. •

A SMALL INDIAN GIRL seated on the Santa Fe track near Oklahoma City the other day refused for some reason or other to get out of the way of an oncoming freight train, reports W. O. Gibson, 1501-A Ong St., Amarillo, Texas. The engineer, T. G. Browning, yanked his whistle cord again and again. The child did not budge. Just before the locomotive reached her, Fireman R. L. Baird climbed out onto the front of the engine and pushed the girl aside just in time, thus saving her life. •

BRITISH Great Western timetable for a Windsor-Basingstoke run of Queen Victoria's private train on July 21, 1899, is in possession of Mrs. Ernest J. Martin, Box 874, Drain, Ore., who would like to hear from any reader interested in buying it. The timetable is marked: "Her Majesty's Journey. To be kept strictly private. For the use of the Company's Servants only." Folded once, it measures 8½ by 12½ inches. Two pages of fine-print instructions deal with the Royal Train and the pilot train that preceded it.

One item states that care must be taken that the Royal Family and all members of the suite are seated before the signal is given (to start the train). Another: all stations must be kept cleared, and no cheering or other demonstrations allowed. Still another has to do with the chalk mark that must be made for the exact spot where the engine's footplate is to be "stopped dead" to permit the Queen to alight. •

GIL LATHROP'S story, "Narrow-Gage Man" (Dec. issue), twangs memory's chords for Bill Knapke, retired conductor, 3608 Bickerstaff St., LaFayette, Calif., "recalling the days when I, too, rolled through the Black Canyon behind a diamond-stack."

"But," he adds, "I'm wondering if Gil's typewriter didn't 'lose her feet' when he wrote on page 64: 'One of the chunks of coal rolled off, went under, and broke the train-line. . . . The needle on the straight-air gage flopped to zero.' If the needle on a straight-air gage *didn't* stand at zero, except when brakes were applied, my memory sure has failed me—and I don't think it has. How come?"

Several readers have pointed out what Knapke calls "a comical error" in "Wreck of the 642" (same issue). No. 642 was pulling a passenger train. The author wrote: "But the blast of the engine was a cry for help—instructions for the brakemen to race along the car tops twisting down the hand brakes." We have yet to see a passenger car with hand brakes on the roof!

Photo on page 62 of our December issue, while rightly credited to H. L. Kelso, was also credited erroneously to H. W. Pontin, Rail Photo Service. •

Ella Podds

ONE morning when J. F. Drummond of Manhasset, N. Y., was fishing in his pocket for money to buy a commutation ticket, Miss Ella Podds, clerk in charge of the Manhasset station, told him: "Go ahead! Your train is in. Don't miss it!" Mr. Drummond was so favorably impressed with this courtesy that he called it to the attention of company officials. He pointed out that Miss Podds is always polite and helpful, regardless of the problem she faces.

Because of this, she was recently a guest of honor at the Munsey Park Improvement Association on Long Island. The railroads need more employes of her type to match the well-known courtesy of airlines personnel.

We asked Ella about her duties. "I sell local and interline passenger tickets," she says, "and handle ticket accounts. This brings me in close contact with the public. Manhasset station is so busy that another clerk helps me on Mondays. Some passengers coming to the ticket window are embarrassed to find they have left their money at home in another suit or purse. I lend them money or trust them with tickets. They always repay me. I've been with the Long Island for ten years and love my work. My advice to girls in general is to take up railroading in preference to other occupations." •

THE LONG ISLAND has been trying out a diesel-powered, self-propelled, Budd-built car in a series of tests on all its branches, this being the

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first such car to run on the LIRR. However, two other Budd cars are tentatively earmarked for regular service between Babylon and Patchogue, beginning this spring.

Our December issue, page 4, stated: "The Long Island has no air-conditioned cars now in service." "This is incorrect," writes Richard Konigsberg, 104 82nd Drive, Kew Gardens, N. Y. "The LIRR owns 83 air-conditioned cars now in service, of which 63 are the former 200 and 1300 series double-deckers and the other 20 new 3500-series coaches built by Pullman-Standard. By summer the road will have a total of 260 air-conditioned cars, possibly more." •

C&O CONSOLIDATION freight-hauler No. 701, built at Richmond in 1911, has been put out to pasture for the rest of her days. That is to say, the railroad has just given this 2-8-0 type "to the children of Covington, Ky., and to all people who have ever thrilled to the sight and sound of a steam locomotive." After traveling over the rails of the Hocking Valley and its successor, the Chesapeake & Ohio, for 850,000 miles, this old girl was placed on a pedestal in a Covington city playground—one more that will never be scrapped. •

Lydia Phillips

RAILFANETTE. "The Santa Fe train I was riding from El Paso, Texas, to the Grand Canyon made a breakfast stop at Albuquerque, N. M.," recalls Miss Lydia M. Phillips, Jobstown, N. J. "Everybody piled out to eat. But I was skeptical. Knowing that some Eastern trains go off and leave you without provocation, I refused to enter the restaurant until I had checked up. I asked two different trainmen, 'When will our train leave?' and each replied, 'After everyone has had breakfast.' That convinced me, I enjoyed a good meal in the Harvey House without fear of being left behind and with a high regard for the Santa Fe."

Lydia tells us that a great-uncle who was a retired Pennsy engineer made her a railfanette. "His home was full of train pictures," she says, "and he spoke of them in a lively and personal fashion. Yes, I grew up on railroad lore. I am a 23-year-old school teacher with a yen for train travel." •

TRACKSIDE GRAVE on the Milwaukee Road near North Prairie, Wis., is a local mystery, reports J. A. Poorman, 2315 2nd Ave., Terre Haute, Ind. A monument erected on the spot bears a bas-relief of a railroad car and this epitaph:

George E. Price died at Milton March 23, A.D. 1859, Aged 31 yrs. & 3 mos. Line Conductor on M. & M. R.R.

The road was the Milwaukee & Mississippi, now part of the Chicago, Milwaukee, St. Paul & Pacific. A search of

old M&M records failed to turn up anything on Price. Truman Wilson, North Prairie station agent, has heard several versions of Price's death. One is that he was fatally injured in a train wreck on the spot where he is buried. Another legend has it that when Price signed the register to go on his last run he asked that after his death he be interred on the right-of-way, because of his love for the railroad. Frank Kipp, an oldtimer, says his parents told him that the conductor went to glory in an accident near Whitewater, Wis. •

A SPERRY TEST CAR was recently shipped from Montreal to Seven Islands aboard the freighter *Easton* to check the track of Canada's new Quebec, North Shore & Labrador Railroad, to discover how the rails were standing up under severe weather and unusually tough operating conditions. This line runs 356 miles between tidewater, Seven Islands, Que., and Schefferville, Labrador. Sixty miles of the trackage is laid over sand, gravel, and rock fill on swampy muskeg. The rest is on solid fill, following rivers and cutting through mountains.

The tests were made by one of the 17 Sperry cars which annually survey 160,000 miles of American railroad track. Each car is manned by a crew of trained technicians who live aboard it, locate defective rails, and mark them, with paint splashes, for replacement. The QNS&L is said to haul the heaviest trains (iron ore) that are constantly operated on any railroad. •

LADIES' DAY was tried out recently for six weeks every Thursday on all C&O passenger trains operating between Richmond and Newport News, Phoebus and Hampton, Va., on which day each woman was given a round trip for the cost of a one-way fare. •

THE NEW HAVEN'S South Station in Boston is being equipped with a chapel for the convenience of pious railroaders and the traveling public, in part of the terminal previously occupied by a movie theater, reports Jack Haggerty, Box 51, Boston 1, Mass. No other railroad depot we know of contains a permanent chapel. However, the Pennsy's 30th Street Station in Philadelphia did have a non-sectarian chapel, a private room intended mostly for the use of funeral parties traveling by rail, but this chapel was used so seldom that the railroad closed it.

The South Station chapel was established by Archbishop Richard L. Cushing of the Roman Catholic diocese of Boston, who had already set up similar sanctuaries in Boston at a fishing pier and at an airport.

Religious services are held regularly in a few railroad stations throughout the country, including New York's Grand Central Terminal, and in some abandoned railroad depots. One church, down South, which holds regular services, stands entirely inside of an Illinois Central railyard. •

Kay Odynski

BESIDES being secretary to R. P. C. McLeod, the Ontario Northland's busy traffic manager, Miss Kay Odynski is social editor of *The Quarterly*, a magazine issued by the Ontario Northland Transportation Commission. Kay lives at North Bay, Ont., Canada, and is probably the only girl in the world to hold such a title. She is one of 150 female employes of the ON, which also employs 2300 men.

"My father started to work on the Canadian National as a section hand in 1924," Kay tells us. "Having come to Canada from Poland, he had a language handicap, for in those days there were no English classes in this country for immigrants. But he stuck to his job and liked it so much that he urged my sister and myself to go into railroading. We both did." •

BOOMERS have been attacked and defended for many years in this magazine. We now hear from R. H. ("Turkey") Moore, 2334 E. Amita St., Stockton, Calif., a boomer from away back.

"I worked as brakeman, switchman, and locomotive fireman on various roads before being promoted to engineer in Mexico," Turkey recalls. "After that I ran locomotives on 21 different roads in seven countries. Some critics contend that boomers were little more than bums and whisky sots. I, for one, was never fired for either incompetence or violation of Rule G (the rule which prohibits the use of alcoholic drink while on duty).

"One critic wrote in *Mail Car* that boomers 'boasted of sordid experiences

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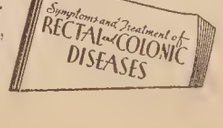


and whisky-drinking episodes.' I wonder if he ever had in his narrow home-guard life any experience, sordid or otherwise, worth bragging about.

"Back in 1910 I was running an engine out of Longview, Tex., on the Texas & Pacific. One winter night a ragged little girl about ten years old drifted into the roundhouse with a pitiful story of a widowed mother and several hungry children who lived in the yards. She asked if the railroaders would help them. At that time the T&P had many boomers on the payroll, for the fall wheat rush was on and plenty of men had been hired for train and engine service. The boys at the roundhouse were generous and contributed freely. When she came to a home guard, he said: 'I don't believe in this beggin', but I'll give somethin',' and he dropped a great big *nickel* into the hat that was passed around.

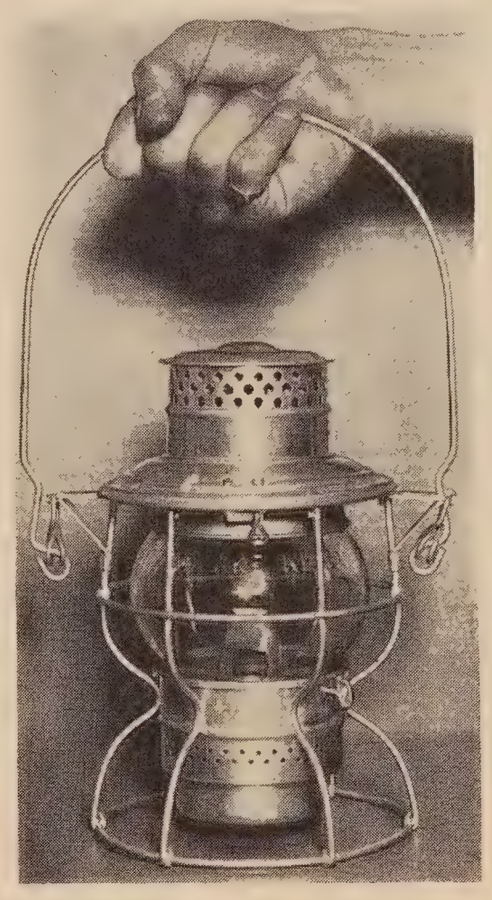
"Years later, I was running an engine on the Southern Pacific's Tucson Division and belonged to Division 29, Brotherhood of Locomotive Engineers. One meeting day when I was at the lodge I heard the reading of a letter written by a Mobile engineer's widow. This letter carried the endorsement of the Chief Engineer of our Mobile Division, as well as that of the Secretary, and bore the seal of the organization. The letter said that the widow had drawn her husband's insurance and invested it in a rooming house, by which she supported her 15-year-old daughter and herself, but fire had destroyed the house, and there was no insurance. She asked that any engineer who heard the letter please send her *ten cents,* and maybe with the total contribution she could get started again.

"As soon as the local secretary finished reading, a man jumped to his feet and said: 'I move that this letter be tabled and ignored.' The man was a regularly-employed home-guard, passenger engineer who, as a side line, operated a well-paying furniture factory. 'It sounds like graft,' he added as a final note.

"Thereupon I took the floor and said: 'It doesn't sound like graft to me. I am going to pass my hat around and drop a dollar in myself. Any member present who doesn't chip in is a damned poor excuse for a Brotherhood man.' Even without the home guard's contribution, we raised more than $40 for the engineer's widow that night. I don't know how many of the contributors were boomers and how many were not, but they were all good Americans." •

PHOTO of the old narrow-gage Waynesburg & Washington train that appeared in our December issue delighted Lyndon C. Roach, R. D. 4, Box 325, Washington, Pa.

"The WW is one of my pet projects," he writes. "I consider myself an authority on its history, having been



The boomers used to call it a "glim."

around the road for years, riding its trains and chatting with its crews. Your photo was taken in 1929, just before the road discontinued passenger service. It shows Fireman W. A. ('Skinny') Iams, Engineer Harry Wood, and Conductor J. L. Shull, whose tragic death right after the last passenger train completed its run added a dramatic finale to the little train. Engineer Wood was fatally injured in an auto wreck not long afterward. Mr. Iams is now a Pennsy engineer.

"Contrary to your caption, No. 9684 was built by Alco in 1916. I well remember her first run. She had a deeper-toned whistle than the other six W&W engines and, unlike the rest, was built with balanced valves. She is the only WW locomotive still intact. (See December issue, page 4.) The W&W had seven engines, numbered from 1 to 7. When the Pennsy took over, it affixed its own serial number, making them read from 9681 to 9687.

"The last locomotive acquired by the narrow-gage line, the 9687, was built in 1920. All were identical, except that the 9687 had a much larger sand dome than the rest. All had box headlights, which were converted to regulation-type lights when each locomotive, in turn, was overhauled, except that the 9683 carried her original oil-type headlight to the scrap yard.

"The old W&W engine numbers are now used on modern freight diesels which run on the Pennsy main line between Johnstown and Altoona, Pa., mostly as helper units. I have seen them all. My collection of W&W photos and information is very large. I would galdly help anyone who might desire details on the history of this bygone narrow-gage pike." •

PENNSY POWER PARADE. "Your cover and proclamation that the December issue contained a 'Pennsy Power Parade' enticed me into buying that issue, although I do not regularly read *Railroad Magazine,*" writes Donald K. Rice, Antioch College, Yellow Springs, Ohio. "I hope that next time you publish a PRR roster you will include the T-1 class (which you failed to do on pages 22 and 23). It is unfortunate that the T-1's had such a short active life. I would hate to see them stricken from the ranks of the Pennsy's available (though perhaps not working) motive power."

We published the roster exactly as it came from the Pennsylvania Railroad. Now we hear from Dr. Edward B. Pedlow, a general surgeon, 410 Steiner Bldg., Lima, Ohio: "Walter Lucas's write-up of Pennsy power was good, the photos excellent. The bell from old No. 80, D16-B, is on our farm. I note a mention of No. 460, an E6. Her engineer, Harry Andrew, and I were personal friends."

Edward M. Lappie, 118 Lowell St., Springfield, Ohio, writes:

"I am building a ¾-inch-scale Boston & Maine Atlantic but want to change to Pennsy style. Will some reader lend me photos of E6s locomotives, also a print of side and front views, with dimensions, and a close-up of the Walschaerts valve gear?"

Says Ivan W. Saunders, 472 Belonda St., Pittsburgh 11, Pa.: "I assume that your figure for the number of Pennsy engines built really meant the number in service at the time the roster was published." You are right, Ivan.

Other corrections: DD-1 engines passed out of the Long Island picture

in 1951; all are scrapped. Waynesburg & Washington was not abandoned, is now standard-gaged part of PRR. Photo on page 22 showed K-46 No. 1120 as a streamlined K-4. Minus streamlining, she now runs on the Long Branch. Class J1 2-10-4s weigh 477,800 pounds, not 377,800. There were 425 of the K4s built, now 190 left; and 83, not 3, of the E6s built. •

WINNER of our October title contest is Nettie Dunham, 514 Sixth Ave., New Brighton, Pa. Nettie picked "Running Extra" as a title for our photo showing a passenger running after a train. Ernest J. Savoy came near it with "Second Section (Running Extra)." Several readers, including Thomas O. Acree, retired Southern train dispatcher, chose "Second Section." Two picked "The Flying Dutchman." Joseph Savoy had a good one: "The Outbound Male." R. M. Foster: "Close Connection." Charles Beaver: "Emergency Run." And there were other clever ones. •

TIMBERJACK, a new movie filmed in Trucolor, has just been released by Republic Studios. It features No. 17, an oldtime Shay logging locomotive, with flatcars, brought to the Missoula, Mont., location from Cottonwood, 51 miles away, over the Milwaukee Road. This Shay was loaned to Republic by the Anaconda Copper Company's lumber department, which used it in bygone days. She was built by the Wilmette Iron & Steel Works at Portland, Ore. •

55TH ANNIVERSARY of the completion of the Western Pacific, last November 1, brought up the mystery of what happened to Leonard D. Tomasso, general foreman of the track gang, who drove the last spike.

Tomasso hammered home a plain iron spike on Spanish Creek bridge near Keddie, Calif., with a minimum of ceremony. Two women and their little girls, who drove by in a buggy, were the only audience, except for the trackmen.

Forty years later, on November 1, 1949, the WP celebrated its ruby jubilee with fanfare. Tomasso was on hand again and drove a ruby spike at the same spot on Spanish Creek bridge. Bands played, a Senator orated, and the Vista-Domed *California Zephyr* met nose to nose with No. 84, the old steam engine which had pulled the first WP passenger train through Feather River Canyon. Both engines blasted greetings.

Less than a year afterward, on October 5, 1950, Tomasso, then 70 years old, started up Feather River Canyon again, this time driving his automobile. Seated beside him was Mrs. Ethyl Johnson. The pair were enroute to Reno, Nev., to get married. But after leaving Oroville, Calif., neither of them was ever seen again, alive or dead, nor was their car ever found!

Western Pacific special agents searched the entire canyon on foot, in the belief that the car might have skidded off the highway into some remote crevice of the rocky gorge. There was also a possibility that hitch-hikers had done away with Tomasso and his fiancée and stolen the car. Peace officers were alerted. But the case is still a mystery. Are Leonard Tomasso and his intended bride sleeping out eternity in some deep pool of the Feather River beside the tracks of the Western Pacific which he completed? •

SHENANDOAH CENTRAL, a fan-operated railroad at Harrisonburg, Va., had a very tough year in 1954, according to the annual report signed by Paul S. Hill, president; C. Grattan Price, Jr., vice president and general manager, and Wade W. Menefee, Jr., secretary and treasurer. Quoting from the report:

"Number of passengers dropped from 9,183 to 6,079, causing transportation revenue to decrease from $3,164.61 to $1,975.80. Revenue from the sale of souvenirs and soft drinks decreased from $155.17 to $269.02, while contributions decreased from $1,074.50 to $531.37. . . . At the same time, total operating expenses increased. . . . Net loss for the year was $2,211.60."

On top of that, Hurricane Hazel damaged the roadbed and track structure to the tune of nearly $3,000.

"With no money in the treasury . . . we have been forced, most reluctantly, to cease operations and offer the locomotive and cars for sale. . . . We made a desperate appeal to every listed railfan group and organization in the country to ask that their members at least order souvenirs from us, since the small profit on such items could be of great help to us."

The "desperate appeal" yielded orders for a grand total of less than $10 worth of souvenirs! "This cold-blooded indifference by all but a handful of railfans is the major reason for abandonment of the Shenandoah Central Railroad." •

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CLOCK STRIKES TWELVE

(Continued from page 35)

The skipper, now on the ladder above him, passed down a pail of water, and Bud threw cupfuls into the box. Hot, stinking smoke and steam came up into his face, but the squeal stopped.

Fighting for breath, he returned again to the roof.

"You've got what it takes, Mason," the skipper said. "If you stay with us you'll be a brakeman some day."

"Thanks, Skipper," Bud muttered.

"You stay here and watch this baby till we get into Moundville. We'll give it a thorough treatment there while we're stopped to take on water."

The skipper returned to the waycar, and Bud sat on the roof watching the thinning wisp of smoke trail ominously straight back from the hot box.

THEY TOPPED THE HILL. Regan picked up speed to a mile a minute. At ten-twenty-eight, he spotted the tank at the Moundville coal chute.

Bud hastened to the tank for more water. The skipper was working on the box when he came back. They cooled it, added fresh packing, and a little pin grease.

"A little more water and she'll run," the skipper reckoned. Then, as he started to the office to pick up his orders, he said, "You'd better ride the engine from here in, because it's goin' to start rainin' like hell."

It was ten-forty-four when they left Moundville. They'd lost sixteen minutes taking coal and water. In eighty-eight minutes, they had covered seventy-eight of their hundred forty miles. Ahead of them was the Jim River Hill and their roughest passage.

As Bud came into the cab, Regan handed him one lone order with the comment: "I really believe they want these pawpaws in Dawson quick."

Bud read the flimsy: *Number 3 eng. 721 take siding meet banana extra 712 at Billings. Hold main line meet Number 6 at Endor.*

Number 3 was the Memphis Cannon Ball—the streak of varnish which went in the hole for nobody.

Bud was grinning when he handed the order back.

"Looks like we'll make Billings for Three," he ventured.

"Also, looks like we'll go in ahead of Six and be there when the clock strikes twelve, brakie. But you never can tell what's around the next curve or what'll be over the hill ahead."

Bud crossed to the left cab window and stood on the platform. They crashed through cordwood towns and blind sidings. The storm which had raged all night to the north had changed direction and was closing in directly across their path. Sheet lightning flashed incessantly, and the roll of thunder rose above the blasting stream of their exhaust.

At eleven-twenty-five, the green switch lights of Endor grew out of the darkness, and, beyond it, the emerald gleam of the order board. Though the board was clear, the operator was out with a lantern, signaling slow.

Bud darted down to the engine steps to grab whatever he was handing up. Regan shut off steam and let the hotshot roll. At a mile a minute, the 712 streaked by the office. From the bottom step, Bud scooped up a long, loosely folded manila slip from the operator's upheld hand, returned with it into the cab.

It was a message from the dispatcher. Regan held it up to Bud's lantern and read aloud, "Storm raging on Jim River. Watch out for obstructions and weakened track."

He thrust the message into his pocket and quickly regained the momentum he had lost. A mile out of Endor, they ran into the storm. Dashing rain mixed with hail slanted through their headlight's gleam. The wind whipped it in through gangways and flung it against the windows.

To right and left, oak and walnut trees bent toward the ground, swept back again the other way, showering twigs and branches over the

track, but not enough to hinder the train.

Regan started down hill to Jim River as he had started down to the Grindstone—with brakes off and working steam. Bud wondered if he would ignore his message, open up at the foot of the hill, and go racing over the bridge at eighty miles an hour.

He didn't. He set the air, reduced speed to thirty, approaching the bridge with head thrust far out the side window, following the gleam.

Bud, also, was watching. As they went into the bridge from the east, Regan called to him:

"See anything on that side, brakie?"

"Not a thing, hogger," Bud called back. "Nothing but muddy water running down the track."

Regan opened up and started using steam. Then something happened out ahead where the water had been at play. The right pilot wheel hit a hole. The engine heeled far to the right, hung wavering for an endless second.

The turbaned fireman was shouting into Bud Mason's ear, "This is it, kid! I told you we wouldn't be in Dawson when the clock struck twelve!"

REGAN CAME TO HIS FEET clutching bar and brake control; but he neither shut off steam nor used his air. Bud was waiting breathlessly for the 712 to take her fatal plunge.

Next thing he knew, the trim little Atlantic had righted herself and was racing ahead over solid track with the engineer working full steam, making his run for the hill.

As they streaked past the bottom field and the double log house in the grove, Bud was alert again and thinking. Number 6 was close behind them, had been behind them all the way. He strode across the deck, called to Regan evenly, "Ain't you goin' to stop an leave a flag on that hole against Number 6?"

"Not this time, Brakie. Remember we're meeting Three at Billings. Three meets Six at Endor. There's nobody behind us to hit the hole. We'll warn Three's crew at Billings, tell the dispatcher about it, and let him handle it from there on."

Bud returned crestfallen to his post. They snaked up the winding hill. The exhaust quickened into a stream of sound.

Regan called him to the right hand side, laid a brotherly hand on his arm, and said, "You did right in calling my hand on that hole, Mason. I could have overlooked it and caused a million-dollar wreck. Now, bring me your lantern, and I'll show you how we handle it."

Regan opened his alligator bag, brought out a clip board and a pad of manila sheets. While Bud held the lantern, he wrote three identical messages: *Bad hole west end Jim River Bridge. Investigate before crossing.*

While he wrote, Bud became aware that the hand which held the lantern was as steady as it had been when he was plowing corn in the bottom field below the tracks.

Deftly he tied each manila slip to a track bolt. The lights of Billings showed. The order board was clear. Regan whistled the station blast, signaled a meet. White lights came immediately into action, high-balling through, telling him the Cannon Ball was in the clear.

He ignored their signals, went whistling a succession of short blasts, calling crewmen to look out for a message to be thrown off for them.

The lights quit swinging. Men watched along the track. Bud dropped off the first message near the engine, and saw a uniformed brakeman pick it up. The second, he tossed off at the rear pullman. It, too, was quickly found. The third he threw down in front of the telegraph office.

Dawson was nine miles ahead. The watch said 11:44. When they clattered out through the west switch and into the long tangent leading across the flats to the city's outmost lights, Regan was singing to the tune of a stirring old camp-meeting song, "When the clock strikes twelve in Dawson we'll be there—"

And Bud Mason was singing with him. ●

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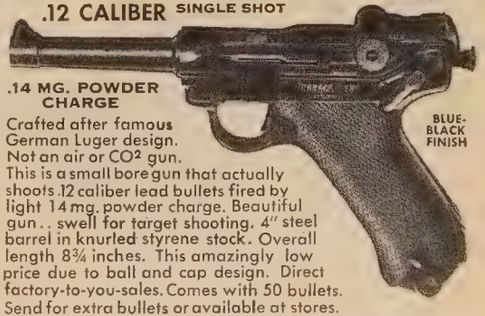

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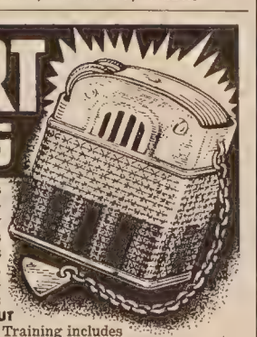

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LIST OF ROSTERS

THE following rosters of motive power have appeared in *Railroad Magazine* since Apirl 1932. Back copies may be secured from our *Switch List;* second-hand magazine dealers; Grahame H. Hardy, Carson City, Nevada; Arnold B. Joseph, 212 Tratman Ave., New York 61, N. Y., and other dealers in railroadiana.

Akron, Canton & Youngstown: February '55
Alaska: August '39, October '54
Algoma Central & Hudson Bay: November '54
Alton (GM&O): June-July '34
Ann Arbor: September '42
Atchison, Topeka & Santa Fe: May-August '37, October-November '50
Atlanta & St. Andrews Bay: August '52
Atlanta & West Point: December '39, July '52
Atlanta, Birmingham & Coast: September '40
Atlantic Coast Line: December '38, March '47

Baltimore & Ohio: June-July '34, November-December '48, December '53
Baltimore & Ohio Chicago Terminal (B&O): June-July '34, December '48
Bangor & Aroostook: February '35, January '50
Bath & Hammondsport: January '41
Bessemer & Lake Erie: May '38, October '51
Bingham & Garfield: December '43
Boston & Albany (NYC): June '36, February '50
Boston & Maine: April '33, January '46
Buffalo & Susquehanna (B&O): June-July '34
Buffalo, Rochester & Pittsburgh (B&O): June-July '34
Burlington: see Chicago, Burlington & Quincy

California Western: March '40
Canadian National: September-December '37, November-December '47, October '53
Canadian Pacific: February '33, September '47, September '53
Central of Georgia: December '32, June '48
Central of New Jersey: June '35, August '51
Central Vermont: December '35, August '47
Charleston & Western Carolina: June '41
Chesapeake & Ohio: August '34, October '44, May '48
Chicago & Eastern Illinois: June '33, September '50
Chicago & Illinois Midland: July '54
Chicago & North Western: December '34, August '48
Chicago, Burlington & Quincy: September '36, October '49
Chicago Great Western: July '39
Chicago, Indianapolis & Louisville: January '33, February '49
Chicago, Milwaukee, St. Paul & Pacific: October '32, renumbering of locos November '39, February-March '51
Chicago, Rock Island & Pacific: September '35, April '49
Chicago, St. Paul, Minneapolis & Omaha: March '37, (latest roster coming soon)
Clinchfield: January '34, January '51
Colorado Midland: August '36, August '42
Colorado & Southern (CB&Q): September '54
Columbus & Greenville: December '40
Cotton Belt: see St. Louis & Southwestern

Dansville & Mt. Morris: January '41
Delaware & Hudson: November '36, April '47
Delaware, Lackawanna & Western: August '33, April '48
Denver & Rio Grande, narrow-gage locos: December '42, January '43
Denver & Rio Grande Western: February '37, April '51
Denver & Salt Lake: March '41
Detroit & Mackinac: June '42
Detroit, Toledo & Ironton: May '42, October '52
Duluth, Missabe & Iron Range: August '38, December '51
Duluth, South Shore & Atlantic: August '32, December '50
Duluth, Winnipeg & Pacific (CNR): September-December '37

Erie: October '35, May '49

Florida East Coast: March '34, January '48
Frisco: see St. Louis & San Francisco

Genesee & Wyoming: January '41
Georgia: December '39, July '52
Georgia & Florida: June '41
Grand Trunk (CNR): September-December '37
Grand Trunk Western (CNR): September-December '37
Great Northern: August '35, January '49
Green Bay & Western: July '42
Gulf, Mobile & Northern (GM&O): May '34
Gulf, Mobile & Ohio: November '51

Hobart Southern: November '42
Houston & Brazos Valley (MoP): March-April '38
Houston North Shore (MoP): March-April '38

Illinois Central: December '36, January '37 (latest roster coming soon)
Illinois Terminal: April '53

Kansas City, Mexico & Orient: April '40
Kansas City Southern: April '39, June '52

Louisiana & Arkansas: May '41
Lehigh & Hudson: February '42
Lehigh & New England: March '33, November '46
Lehigh Valley: April '35, July '49
Long Island: May '36, September '49
Louisville & Nashville: January '36, June '49

Maine Central: May '32, January '47, June '53
Milwaukee: see Chicago, Milwaukee, St. Paul & Pacific
Minneapolis & St. Louis: March '35, April '44
Minneapolis, Northfield & Southern: August '43
Minneapolis, St. Paul & Sault Ste. Marie: February '34, June '47, May '53
Mississippi Central: September '33
Missouri & Arkansas: July '36
Missouri-Illinois (MoP): March-April '38
Missouri-Kansas-Texas: October '34, February '48
Missouri Pacific: March-April '38, September '51
Mobile & Ohio (GM&O): September '34
Modesto & Empire Traction: November '42
Monon: see Chicago, Indianapolis & Louisville
Monongahela: December '33

Nashville, Chattanooga & St. Louis: October '39, January '52
Newfoundland: August '38
New Haven: see New York, New Haven & Hartford
New Orleans, Texas & Mexico (MoP): March-April '38
New York Central: May-August '40
New York, Chicago & St. Louis: April '34, October '47
New York, New Haven & Hartford: January-February '39
New York, Ontario & Western: April '32, May-July '43
New York, Susquehanna & Western: (modern power) April '41, (historical roster) October-November '43
Nickel Plate: see New York, Chicago & St. Louis
Norfolk & Portsmouth Belt: September '52
Norfolk & Western: March '36, September '44, February '53
Norfolk Southern: November '40, May '52
Northern Alberta (CNR, CPR): February '55
Northern Pacific: May-June '39, May '47
North Western: see Chicago & North Western
Northwestern Pacific: April '36

Ontario Northland: March '43, January '55
Ontario & Western: see New York, Ontario & Western

Panama: March '48
Pacific Great Eastern: March '55
Pennsylvania: July-November '41; (electric locos) January '42, (class roster) December '54
Pennsylvania-Reading Seashore Lines: December '41
Pere Marquette (C&O): November '35
Pittsburgh & Lake Erie: February '36, November '49
Pittsburgh & West Virginia: January '35, December '49
Pittsburgh, Chartiers & Youghiogheny: September '43
Portland Terminal: September '46
Prattsburgh: January '41

Quebec Central: January '40

Reading: January-February '38, May-June '44, March '53
Richmond, Fredericksburg & Potomac: November '32, March '52
Rio Grande City (MoP): March-April '38
Rock Island: see Chicago, Rock Island & Pacific
Rutland: November '33, August '47

St. Clair Tunnel Company (CNR): September-December '37
St. Johnsbury & Lake Champlain: October '42
St. Louis & San Francisco: November '34, July '48
St. Louis, Brownsville & Mexico (MoP): March-April '38
St. Louis & Southwestern: September '32, February '47
San Antonio Southern (MoP): March-April '38
San Antonio, Uvalde & Gulf (MoP): March-April '38
San Benito & Rio Grande Valley (MoP): March-April '38
San Diego & Arizona Eastern: July '35
Santa Fe: see Atchison, Topeka & Santa Fe
Seaboard Air Line: May '35, September '48
Sierra: November '42
Soo: see Minneapolis, St. Paul & Sault Ste. Marie
Southern: June-July '38, March-April '50
Southern Pacific: September-November '38, June, July, August '50, (cab-in-fronters) March '55
Southern Pacific of Mexico (National Railways of Mexico): February '41
Spokane International: March '49
Spokane, Portland & Seattle: March '39, November '52
Staten Island Rapid Transit (B&O): June-July '34
Sugar Land (MoP): March-April '38
Susquehanna: see New York, Susquehanna & Western

Temiskaming & Northern Ontario: see Ontario Northland
Texas & New Orleans: March '42
Texas & Pacific: July '33, October '48
Tionesta Valley: February '44
Toledo, Peoria & Western: August '54
Tonopah & Tidewater: November '42
Toronto, Hamilton & Buffalo (NYC): July '32

Union Pacific: May '33, July '47

Virginia & Truckee: January '55
Virginian: April '37, July '51

Wabash: February '40, April '52
Western of Alabama: December '39, July '52
Western Maryland: October '33, October '46, December '52
Western Pacific: June '32, December '46, January '53
Wheeling & Lake Erie: September '39, May '50
White Pass & Yukon: October '40

STEAM POWER

REPORTS on steam power continue to flow in from our readers, and with them a flock of emendations to our earlier lists (Sept., Dec. '54, Jan., Feb. '55). According to our informants, the following corrections are in order:

As of Sept. 1, the Eastern Tennessee & Western North Carolina had 4, not 3, locomotives.

Central Vermont's 0-6-0's have been scrapped, and 2-10-4's, not 2-10-0's can be found at White River Jct. and St. Albans.

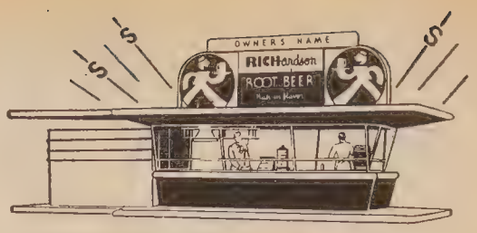
Mt. Washington Cog Railway has eight 0-2-2-0 steamers in service, one on display.

Alger-Sullivan Lumber has only one 2-6-0 stored, rest are rusting in weeds along with several Heislers.

Both the Brooks-Scanlon and the Crowell & Spencer Lumber Mills have since shut down. One B-S engine went to Lee Cypress Lumber, rest will be scrapped.

Gifford Hills & Co. is the Gifford Hill Co.

Illinois Central's Mays Yards are 7 miles north of New Orleans near Harahan.



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The Merrianna & Blountstown is really the Marianna & Blountstown.

Alexandria, Monroe, and Ferriday on the MoPac have been dieselized.

Baton Rouge Terminal is a proposed line between Baton Rouge and Bluff Creek, La.

The Sugar Refinery near Clewiston, Fla., is the U. S. Sugar Corp.

This month's steam-power list was compiled from reports sent us by C. T. Steeb, Billings, Mont.; Daniel Nealy, Adrian, Minn.; Burdell Bulgrin, Owen, Wisc.; Edward DeVito, Warehouse Pt., Conn.; Roy M. Johnson, Ardmore, Okla.; Tom King, St. Petersburg, Fla.; Elliott M. Kahn, New Orleans, La.; Rev. W. C. Stearns, Big Fork, Mont.; Robert M. Pringle, Cambridge, Mass.; Miles M. Stille, Jr., Tampa, Fla.; E. C. Byrrell, Jr., Philadelphia, Pa.; Grady W. Roberts, Fort Walton Beach, Fla.; Joe Kish, Jr., Chicago, Ill.; C. H. Blackburn, Lima, O.; John Wallace, San Francisco, Calif.; and Donald R. Sease, Jamestown, N. D.

American Smelting & Refinery Co.—Cuidad, Mexico—Norfolk Southern's ex 600 series 2-8-4's.

Atlantic Coast Line—Tampa, Fla.—steamer on display in yards.

Bevier & Southern—Bevier, Mo.—2-6-0's, CB&Q 2-6-2's.

Burlington—Cheyenne, Wyo.; Galesburg, Ill.—stored, some operating; Centralia, Ill.—0-8-2's.

Canadian National—steam scattered over whole system, except possibly Prince Edward Island.

Canadian Pacific—Windsor, Ont.; Lethbridge, Alb.—12 steamers.

Chicago, St. Paul, Minneapolis & Omaha—Mankata, Minn.; Sioux Fall, S. D.—0-6-0's, 4-6-0's; Worthington, St. James, Minn.—4-6-4's; St. Paul, Minn.—0-8-0's.

Chicago & North Western—Chicago, Ill.—nearly all suburban runs; Marshfield, Wisc.—0-6-0, 4-4-2.

Columbus & Greenville—Columbus, Miss.—4-6-0, stored.

Colorado & Southern—Pueblo, Trinidad, Colo.—2-8-2's, 2-8-0's, 2-10-2's.

Copper Coal Co.—St. Paul, Minn.—switcher No. 13.

Crosby-Goodyear Pine Lumber Co.—Picayune, Miss.—Shay.

Dantzler Lumber Co.—Steddon Island, Tampa, Fla.—wood-burning, cabbage-stack 0-4-0.

Evangeline Railway—Woodworth, La.

Fitzgerald Gravel Co.—Woodworth, La.

Fort Worth & Denver—Dallas, Fort Worth, Wichita Falls, Lubbock, Amarillo, Tex.—2-8-0, 2-8-2, 4-6-2's.

Frisco—Atmore, Ala.—0-6-0.

Galveston Wharves—Galveston, Tex.—0-6-0, stored.

Grand Trunk Western—Detroit, Mich.—2-8-2's, 4-6-2's, 4-8-2's; Chicago, Blue Island, Ill.; Durand, Battle Creek, Port Huron, Mich.—0-8-0's, 4-8-4's.

Great Northern—Kelly Lake, Minn.—0-8-0, 2-8-2, 4-6-2, 4-6-6-4, 2-8-8-0, all dead.

Gulf, Colorado & Santa Fe—Galveston, Tex.—0-8-0, 4-6-2, 2-6-2, 2-8-2, stored in roundhouse.

Gulf Power Co.—Chattahoochee, Fla.—L&N 0-8-0 No. 2132.

Hoyt Mining Co.—West Hibbing, Minn.—0-6-0.

Illinois Central—Freeport, Ill.—all types; Dubuque, Ia.—2-10-2's, 2-8-2's, 0-6-0's; Baton Rouge, La.—0-8-0, 4-6-2 (only oil-burning steamer on IC); McComb, Miss.—0-8-0's, 0-6-0T, 4-6-2 (30 stored 50 in service); Good Hope, La.—0-8-0, 2-8-2; Reserve, La.—0-6-0's; Hammond, La.—2-8-2's; Canton, Miss.—2-8-0, 0-6-0, 2-8-2; Durant, Miss.—2-8-2, 0-6-0; Grenada, Miss.—2-8-2's; Memphis, Tenn.—0-6-0, 0-8-0, 0-8-2, 2-8-2, 2-8-4, 4-6-2, 4-8-2; Dyersburg, Tenn.—2-6-0, 0-6-0; Fulton, Ky.—2-8-2, 4-8-2; Paducah, Ky.—all IC steamers repaired here; Louisville, Ky.—2-8-2, 2-8-4, 4-8-2; Henderson, Ky.—2-8-2; Cairo, Ill.—0-6-0, 2-10-2; Carbondale, Ill.—2-8-2, 4-8-2, 4-6-2, 2-10-2; Centralia, Ill.—0-6-0, 0-8-0, 0-8-2, 2-8-2, 2-10-2, 4-8-2; DuQuoin, Ill.—2-8-2; Matoon, Ill.—0-6-0, 2-8-2; Effingham, Ill.—2-8-2; Champaign, Ill.—0-8-0, 2-8-2, 4-8-2; Kankakee, Ill.—3-8-2; Markham, Ill.; Peoria, East St. Louis, Decatur, Ill.; Indianapolis, Ind.; Gulfport, Miss.—0-6-0, 2-8-2.

Koppers Co.—Grenada, Miss.—0-4-0T.

Louisiana & Arkansas—Shreveport, La.—2-8-2 at KCS roundhouse; Greenville, Tex.—0-8-0.

Mahoning Mining Co.—West Hibbing Minn.—0-6-0, dead.

Masonite Corp.—Laurel, Miss.—2-8-0.

Montgomery Gravel Co.—Montgomery, Ala.—0-4-0T.

Mead Corporation—Harriman, Tenn.—0-6-0.

Milwaukee Road—St. Paul—Minneapolis, Minn.—switchers; Austin, Minn.—2-8-0's, 2-8-2's, 4-6-0's; Savanna, Ill.

Mississippian Railway—Amory, Miss.—2-8-0's.

Missouri-Kansas-Texas—Greenville, Tex.—0-8-0.

New Orleans Public Belt—New Orleans, La.—0-6-0's.

New Orleans Coal and Bisso Towboat Co.—New Orleans, La.—0-6-0's, rarely used.

Nickel Plate—Fort Wayne, Ind.—2-8-4's, 2-8-2's.

Nor-Este de Mexico—all steam.

Northern Pacific—all Division Points, most towns of any size, Sub-Divisions: Sartel, Little Falls, Stapes, Detroit Lakes, Dilworth, Minn.; Fargo, Valley City, Jamestown, Mandan, Dickenson, N. D.; Glendive, Livingston, Laurel, Whitehall, Butte, Missoula, Mont.; Spokane, Pasco, Auburn, Tacoma, Wash.; Portland, Ore.—2-6-2's, 0-8-0's, 2-8-2's, 4-8-4's, 0-6-0's, 2-8-0's, 4-6-2's, 2-8-8-4's, 4-6-6-4's, 4-6-0's, 4-4-0's; Rosebud Branch, Colstrip, Mont.—W3 Mikados.

Oliver Mining Co.—West Hibbing, Minn.—0-8-0, dead.

Open Gravel Co.—Woodworth, La.

Pan-Am Southern Corp.—Destrehan, La.—0-6-0.

Pennsylvania—Philadelphia (46th St. engine house), Pa.—L1s, K4s, G5s, A5s, H9s, H10s, B6sb.

Quincy Railroad—Quincy, Calif.—standby tanker.

Reader Railroad—Reader, Ark.—2-6-2.

Roquemore Gravel Co.—Montgomery, Ala.—0-4-0T.

San Luis Valley Southern—Blanca, Colo.—2-8-0.

Santa Fe—La Junta, Colo.—Nos. 885, 3277, 4099, 1024, 3453, 3710, 3734, 3824, 3896, 3901, 3903, 3905, 3907, 3926, 3930, in storage at the roundhouse.

Soo—Duluth (Union Station), Minn.—0-6-0.

Southern Pacific (Texas & New Orleans lines)—Raceland, La.—2-8-0, 2-6-0; Cypremort, La.—2-6-0; Lake Charles, La.—0-6-0, 2-6-0; Shreveport, La.—0-6-0; Beaumont, Tex.—0-6-0, 2-6-0, 2-8-0, 2-8-2; Galveston, Tex.—2-8-2, 0-6-0; Houston, Tex.—0-6-0, 0-6-0T, 0-8-0, 2-6-0, 2-8-0, 2-8-2, 2-10-2, 4-6-0, 4-6-2, 4-8-4, mostly stored; Glidden, Tex.—2-8-2, 2-10-2.

South Shore—Jackson, La.—4-6-0's.

Southwest Steel Corp.—Memphis, Tenn.—0-6-0.

Stockton Terminal & Eastern—Stockton, Calif.—2-6-2.

Sun Gravel Co.—Sun, La.—0-4-0T.

Terminal Railway, Alabama State Docks—Mobile, Ala.—USRA 0-6-0.

Tidewater Southern—Stockton, Calif.—2-6-2.

Tooele Valley—International, Utah—2-8-0's, 0-6-0.

Wabash—Detroit, Mich.—4-8-2's, stored.

Western Pacific—Stockton, Oakland, Calif.—dead engines.

Illinois Central

While a group of admirers watches, Illinois Central's train No. 4 thunders into Pickens, Miss., ready to whip up a bag of mail on the fly.

RAILROAD HOBBY CLUB

DO YOU have an unusual railroad hobby? If so, tell us about it. This month's spotlight is on W. W. Hartman, a Frisco passenger conductor out of Tulsa, Okla., whose leisure-time specialty is collecting wooden pencils that bear the names of various railroads.

Beginning in 1938, Hartman has amassed a collection representing about 135 railroads from all over this continent. These he keeps neatly arranged in a case, which he displays at annual meetings of the Tulsa branch of the International Hobby Association and in Frisco ticket offices.

How did Conductor Hartman collect so many specimens? Well, he got them from friends and strangers who had heard of his hobby, from fellow employes who had read a write-up of him in the Frisco magazine *All Aboard,* and through correspondence. For example, he wrote a polite request to the National Railways of Mexico and was answered personally by one of the top brass collars, who sent him a Mexican pencil and expressed a desire to have the collection shown in Mexico.

INFORMATION WANTED

WE NEED HELP in compiling an up-to-date list, for publication, of all North American railroad historical societies, railfan clubs, and juicefan groups (but not purely model clubs). Please send us the following data:

(1) Name of club or society. When was it founded?

(2) Location of headquarters.

(3) Name and address of one key official in the main organization and one key official in each chapter or branch, to whom interested parties may write for details about the club.

(4) When and where are regular meetings held? Are meetings open to non-members?

(5) Qualifications for membership.

(6) Initiation fee? Dues? Other expenses?

(7) The club's activities and the advantages of membership.

(8) Title of bulletin or newsletter issued by the club. Printed or mimeographed? Illustrated? Editor? Frequency of issue.

If *your* organization is not represented in the list we will publish, it will be because no one sent us the particulars.

INSTRUCTIONS

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write plainly. No entry longer than 28 words will be accepted —except those dealing with back num-

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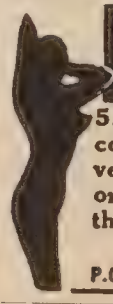

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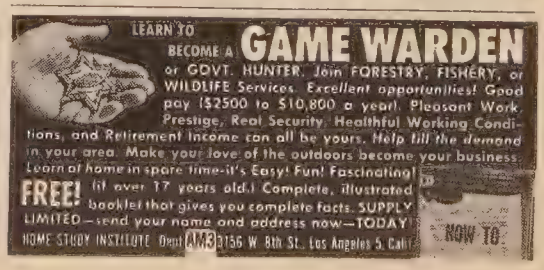
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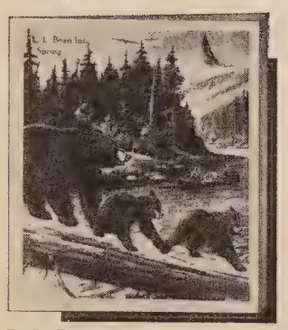

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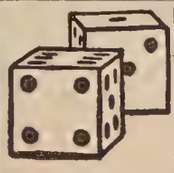

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bers of this magazine. Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y.

Because of time needed to edit, print and distribute the magazine, all material should reach us nine weeks before publication date.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine*. (Specify condition of each copy.)

(*) indicates juicefan appeal.

SWITCH LIST

JIM ADY, 333 Zimeno Ave., Long Beach 14, Calif., will buy LV&T, C&C, T&T emp. and pub. tts., rulebooks, etc.; also Western emp. or pub tts.; has many emp. tts. to trade.

W. L. BOGLE, 1944 Maple Ave., Yuma, Ariz., wans emp. tts. all divs., good cond., GN, SP, UP, Santa Fe, D&RGW.

(R*) J. H. BRINCKMANN, Jr., Box 415, Stelton, N. J., has large collection size 116 elec. lines pix for sale; list and sample 15c; also various back issues *Railroad Magazine*.

G. H. BURGER, 411 S. Park Ave., Fond du Lac, Wis., has Soo Line steam pix list, sample 10c and stamped env.

(*R) RAY BYERS, 167 Feronia Way, Rutherford, N. J., offers *Railroad Magazine* Nov. '43, Oct. '43, $1 ea., unclipped; others, list free; Denver trolley pix 116's, 75c; Chicago el tr.. pix 116's, $1, p.p.

(*) P. H. CRANDON, Lovell Bldg., Stratford, Conn., has 12-in-sq. off. map of Conn. Ry. & Lighting Co. elec. lines dated 10/31/35, 50c.

SHERMAN DANCE, Haworth, N. J., wants 35 mm. color slides, black and white pix, negs.; steam.

(*) JIM DAVIES, 78 Warren Pl., Ridgewood, N. J., will sell emp. tts. AT&SF, Erie, MidT, NYC, NYO&W, NYS&W, Rut., SN, SL&U, UIC, UV, all good cond.

PAUL DOUGLAS, 2105 E. 27th St., Vancouver, Wash., has 25 loco negs, 8x10, and 8x10 camera to trade for steam power books and catalogs, of all kinds; will trade for 8x10 negs.

ALVIN EDMUNDS, 54 Linwood Ave., Chelmsford, Mass., will sell tts., 1855 to '65 Salem & Lowell, Boston & Lowell, Stoneham Br., Lowell & Lawrence (all now B&M); also unclaimed baggage list and posters for fairs, etc.

(R) PAUL EILENBERGER, 8318 S. La Salle St., Chicago 20, Ill., has large collection of 5x7 and 122 steam locos for sale; write for list; back nos. of *Railroad Stories* and R&LHS *Bulletins*; list on request.

DAN FOLEY, 311 Butterfield, Univ. of Mass., Amherst, Mass., makes 8x10 pix for New England and short-line steam; will sell or trade for 116 steam negs. of same.

(*) RALPH FORTY, 5661 N. Neva Ave., Chicago 31, Ill., will swap 300 Japanese elec. pix for any other except US. and Canada.

(R) TOM FRANCIS, 601 W. Forest Ave., Ypsilanti, Mich., will sell May, June '54 *Railroad Magazine*, 15c ea.; *Railway Annual* No. 3, 50c.

(*) JIM GAYNER, 327 Magnolia Ave., Piedmont 10, Calif., wants negs. of steam and elec. lines.

BOB GILBERT, 5212 39th Ave. S., Minneapolis 17, Minn., wants negs., size 616, of Milw. steam locos, esp. 250 and 251, and classes L3, N3, F6; has few negs. to trade for above.

(R) ROY GORHAM, R 10, Bloomington, Ind., will sell *Railroad Magazine* for '51, '52, '53, '54 comp. all good cond., 15c ea. plus postage.

JOHN GRAHAM, 2434 Funston Ave., San Francisco 16, Calif., wants orig negs of NW Pacific locos, 1254 Heisler, 251 gearide of Shay; 255-T, 2-4-2 or 14, 21, 22, 23 on Guerneville Branch; appreciate leads on above.

(R) WALT HARRIS, 45 W. Elm, Stockton 4, Calif., will sell early *Railroad Magazines*, *Trains*, model mags., *Railway Progress*, misc.; list for stamp.

(R) JACK HEDIN, 2479 Newbury Dr., Cleveland Heights 18, O., will sell 188 issues *Railroad Magazine* '31 to '41, '31, '40, '41, '45, '48 vol incomp.; nearly all good cond.; best offer for all.

FRANK HUSSAR, 12 West St., Malden 48, Mass., will buy 8 mm. shots or 35mm. negs of B&M steam other than commuter.

ELLIOTT KAHN, 413 Royatl St., New Orleans 16, La., sells size 616 negs., steam, diesels, caboose, IC, T&NO, short lines, others; will buy also.

(*) SHELDON KING, RD 3, Waterloo, N. Y., offers trolley pix list for 3c stamp; lines incl. PTC, PST, CSL, PE, Miami, etc.

M. KOCH, 1115 Bryant Ave., New York 59, N. Y., wants annual passes issued before 1910; also pix and Kodachromes of Colo. roads.

JOHN KOEHLER, 108 Hudsondale St. Weatherly, Pa., will buy steam pix of LV, Rdg, CNJ, esp. earlier types; also wrecks.

JULES KRZENSKI, Rte. 1, Box 230A, Warwick, Va., wants to correspond with any loco engineer, fireman, or trainman employed on NYC, PRR, New Haven, DL&W or Erie.

Rev. JIM LANE, St. Patrick's Rectory, 151 Saratoga Ave., Rochester 6, N. Y., will buy *Off. Guides* '90, 1900, '10, 20; also NYC tts. for same yrs.

(*) BILL LANNING, Box 84, North Warren, Pa., will buy 8 mm. film elec. Jamestown, Westfield & NW.

(R) BRYANT A. LONG, Intermezzo House, Verona, N. J., will sell new copies *Mail by Rail*, 426 pages, clothbound, story of RPO, pix, anecdotes, $2.95 ea.; surplus *Railroad Magazines*, tts., railfan literature, offered for postage only; send extra large env. with 8c stamp on ea. Free info. on Amerpo (RPO hobby society).

PETE MARCHETTI, 3222 Pickwick La., Chevy Chase 15, Md., has steam and diesel pix of B&O, PRR, RF&P, Wash. Term.; diesel only on D&S, W&OD, Steelton & Highshire; trade for pix or negs.

JOHN MARTIN, RD 1, Bareville, Pa., wants pix of B&O steam loco 4088.

DR. E. D. McDONELL, 1 Grenville Ct., Brockville, Ont., Canada, will sell Brit. *Railway Magazine* bound volume July-Dec. '35; *RR. Trainmen's Journal* Aug. to Dec. 1904, 2 vols. *RR Wonders of World*; tts., etc.

RAY McMURDO, 158 Main St., Spencer, Mass., offers *Trains* in binder '49 to '50, $5 ea.; *Modern Tramways* May '49 to Dec. '50 and Jan. '51-July '52 in binders, $4 ea. Aug. '52 to Apr. '53, loose, 25c ea., will buy *Mass Transpo.* Jan. '43 to Dec. '47.

ART MILLION, 4626, Monroe St., Chicago 44, Ill., wants plans of PM steam locos, classes A, C, E-1, E-3, E-4, N, N-1, N-2, P-2 SP, SP-2, SP-3, S, S-1.

CHAS. NEAL Div. 77 Plantsville, Conn., wants old tts. and emp. tts.; is New Haven engr.

(*) BILL OVERHOLSER, 537 Lyle, Springfield, O., will buy '55 calendars from elec. lines incl. st. rys.; also wants Min. Ry. spikes for outdoor road.

P. W. PENDER, 170½ S. Post St., Spokane, Wash., has 620 pix of trs. in Puerto Rico, incl. pass. discontinued yr. ago, sale or trade.

JOEY PETACCIO, Jr., 2950 Richmond St., Philadelphia 34, Pa., will sell prints, emp. tts., tr. orders, etc.; will buy emp. tts.; list 3c.

(*) SY REICH, 92 St. Marks Pl., New York 9, N. Y., will take 35 mm. Kodachromes and 8 mm. movies of elec. and other roads near N. Y. City.

(R) JOHN RENSLER, 601 Augusta Ave., Knoxville, Tenn., will sell back nos. *Railroad Magazine*, Aug. '17, Dec. '32, June, July, Sept., Oct., Dec. '33, Jan. '34, Dec. '54; all good cond., 25c ea.

BOB RICHARDSON, Narrow Gauge Museum, Alamosa, Colo., sells n.g. pix, relics, souvenirs, books; send stamped env. for info.

D. S. RICHTER, 1659 Kains Ave., San Bruno, Calif., offers quality 616 and p.c. negs. over 400 SP steam locos. some AT&SF, UP, WP, Western short lines, 25c ea and up or exch.; list free.

(R) W. ROBBINS, 1313 N. John St., Palestine, Tex., has *Railroad Magazines*, *Trains*, emp. and pub. tts., annual passes; sell or trade. List 3c.

On one of the Virginia & Truckee's last runs before it was abandoned a few years ago, this curious railfanette took a gander at an ornate old gas chandelier in the club car.

JOHN ROGERS, 14 Pierce St., Northboro, Mass., has 116 and 127 prints for sale or trade; New Haven and MeC diesel switchers and rolling stock.

(R) DICK RUMBOLZ, 2819 Cedar Ave., Lincoln 2, Neb., sells old issues *Railroad Magazines* and *Trains;* free list.

V. SANDERS, 15617 Stevens Ave., Bellflower, Calif., trades emp. tts.; has many SP, Santa Fe, UP; write for list, encl. yours.

D. C. WORNOM, 454 Riverside Dr., New York 27, N. Y., sells Virginia & Truckee bank checks, 2 for $1; includes colorful ticket invoice with sale.

(*) H. L. YOUNGER, 8822 Cynthia, Los Angeles 46, Calif., has Sept. 25, '54 last-day pix Metro Hollywood line; other aband. elec. lines; list and sample 10c.

(R) F. W. ZIRBEL, 4360 S. Pacific Hwy., Salem, Ore., has *Railroad Magazines* May '40; Jan, Feb, Mar, May, July, Aug '41; all of '44, '45, '47, '48, '49; all exc. Apr. '46; June, July, Aug, Oct, Nov. '50; Jan. Mar., Apr., June, July, Aug, Nov., Dec. '51; all exc. Dec. '52; Jan., Feb., Apr., June, Aug., Oct., Nov., Dec. '53; Jan., Mar., Apr., May, June, Aug. '54; none clipped; only one has no cover; all 116 copies $17 plus postage.

(*) WALT ZULLIG, 475 Oak Ave., Maywood, N. J., sells p.c. size pix Metropolitan Transit Auth (Boston), SIRT, NYCTA, PTC, PSTC, PSCT, others; lists 3c.

MODEL TRADING POST

MARTIN ANTONS, 912A W. 29th Pl., San Pedro, Calif., will sell Maerklin HO gage model locos: 2-8-2T, 2-10-9, 4-9-2, excel. cond., $25 ea.; also 4 pass. cars, $2.50 ea.

S. BLANC, 1350 Tennyson St., Denver, Colo., will sell gas-elec. or MU car built in No. 953 AF car using AF drive trk. sequence reverse. $15 postpaid.

WALT DRONEK, 1339 Alameda Ave., Glendale 1, Calif., wants Lionel O gage eqmt. and catalogs before '50; has OO gage to trade or pay cash.

BOB FAILS, 37921 Clark Ct., Willoughby, O., will sell Lionel and Marx eqmt.; send for list.

WALT GODDARD, 115 Beacon St., Boston, Mass., will sell Marklin set No. F866/4H conventional Pacific and 4 large cars, 2 sw., some trk., good cond., $40.

ARNOLD HAAS, 655 W. 160th St., New York 22, N. Y., will buy replica or small scale model of NYC Hudson 4-6-4 or Niagara 4-8-4.

CARL HEFLIN, co-publisher *Narrow Gauge News*, Alamosa, Colo., sells D&GRW n.g. model kits; boxcar, $2.95; stock car, $3.25; idler car HO, $2.50; 8-wh. caboose coming soon.

BILL KRAMES, 139 Windsor Rd., Yardley, Pa., buys old toy trs. made before '30; any make or cond.

(R) DICK LAMB, Box 67, Kansasville, Wis., has old copies of *Railroad Magazine, Trains, Model RR.*, comp. yrs., sell or trade for HO eqmt.; send for list.

GUS MIELE, Jr., 19 Cliff St., New Rochelle, N. Y., wants tape recorder for set of O gage Lionel trs., Hudson type eng., milk car, loading lbr. car which dumps logs; good cond.

O. A. PARRIS, 1019 13th St., Bremerton, Wash., will trade OO gage 2-rail gons or reefers for Scalecraft OO gage caboose, boxcar or Nason diner, Consolidation tender; will swap Nason Atl. tender for Nason Consol. tender.

MICKEY POOLE, Box 161, Hillsville, Va., will sell Marx loco, 2 unit diesel, 4 cors., 53 sections trk., switches, acces.; write for info.

A. D. SLATER, 1596 Wood Rd., Cleveland Heights 21, O., will sell new boiler for 15 to 16-in. gage 4-4-0.

FLAGSTOPS

ALTOONA CHAPTER No. 34, Disabled American Veterans, Box 808, Altoona, Pa., needs model railroad magazines, *Railroad*, and other railroading magazines, as part of occupational therapy program. VA does not provide funds. Who will help Altoona Chapter out? Contact G. A. Stehle, Hospital Chairman.

* * *

SHORT-LINE RAILROADER, a new railroading newsletter, published by William S. Young, 23 Parker Ave., Cranford, N. Y., is available at 15c a copy, or $1.50 for ten issues.

* * *

VIRGINIA & TRUCKEE roster published in our January issue is revised as follows by Fred A. Stindt, 1414 Aberdeen Drive, San Mateo, California:

No. 13, the *Tahoe*, became 15, not 14.

No. 20, the *Empire*, was sold to Bona Construction Co., Los Angeles, at beginning of World War II, and is now being restored by Southern Calif. Chapter, Railway & Locomotive Historical Society.

No. 17 carried shop number 5.

No. 18 was built by Central Pacific's shop No. 6 in 1875 not 1874, and left Sacramento shops as No. 16 when the *Ophir*, No. 16, was delivered from Cooke earlier than CP-built 16.

No. 23 became Boca & Loyalton No. 3, not 4.

No. 25, the *Merrimac*, was sold to Verdi Lumber Co. in 1901 as their No. 2, and in 1902 to B&L as their No. 4. She later became Western Pacific 123, not the *Santiago*.

First No. 25, 4-4-0, Rhode Island 2173, built in 1889, 18x25 cylinders, 62-inch drivers, weight 100,000 pounds, bought from Union Pacific (655) in Nov., 1901, proved unsuitable for V&T tracks, so was sold in 1902 to Towle Bros. and ended service with American Fruit Express at Macdoel, Calif. Scrapped in 1937.

Second No. 25 was sold to RKO movie studios.

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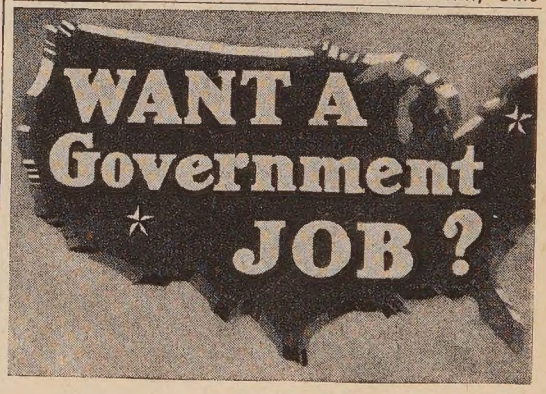

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Some of our family wondered if she was telling the truth—until a heavy rock crashed through the bedroom window, narrowly missing her head. Caroline is sure that the killer lurks outside, waiting for her in the darkness. And our car has been *deliberately damaged*. Caroline is marooned here for the night . . .

Despite her fears, she is grateful for our shelter. She trusts us. In our brightly lighted home, she feels perfectly safe. *But she isn't. . .*

I know. Because *I am the murderer who must kill her before morning!*

* * * * * *

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